AUTOMOTIVE INDUSTRIES
The AUTOMOBILE
Reg. U. S. Pat. Off.
Established 1903

Vol. 62 No. 8

Contents

Automotive Industries is published every Saturday by

CHILTON CLASS JOURNAL COMPANY

Chestnut and 56th Streets, Philadelphia, Pa.

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SUBSCRIPTION RATES: United States, Mexico, United States Possessions, Canada and all countries in Postal Union, $3.00 per year; Foreign, $6.00 per year. Single Copies 35c.

Automotive Industries — The Automobile is a consolidation of the Automobile (monthly) and the Motor Review (weekly), May, 1902; Dealer and Repairman (monthly), October, 1903; the Automobile Magazine (monthly), July, 1907, and the Horseless Age (weekly), founded in 1895, May, 1918.

See Page 169

MOST value per dollar . . . outstanding refinements . . . attractiveness . . . predominating features . . . lower production cost . . . greater buyer appeal . . . these are the objectives sought by every automobile manufacturer.

"How to cut needless cost, that more may be spent on desirable improvements," is the big problem everywhere.

You will find on page 169 how to save—and save considerable—how to tool up quicker, speed production, lessen operations, increase strength with less weight by means of stampings and do away all together with unnecessary drafting room and tool room detail and delay.

It can truthfully be said that almost the entire automotive industry . . . makers of cars, trucks and accessories . . . have adopted Danly Die Sets as standard tooling in all except a few instances.

Wherever drafting room, tool room, press room and stock room costs are analyzed there you will find Danly Die Sets and Die Makers' Supplies cutting costs to the bone, eliminating bother, delay and unnecessary detail, —contributing their part to better automobiles and lower cost for making them.

See Page 169

Where quality in your product must begin

The most extreme care in manufacture and heat treatment will not result in parts with the needed strength and endurance unless these qualities are present in the alloy steel of which the parts are made. The presence of certain qualities can be determined by tests and analyses. Others are elusive and methods of testing for them are inconclusive.

If you use alloy steels made by Bethlehem you can be sure that all details of manufacture have been handled in the way to make the best steel for a given purpose. Long experience in alloy steel making and a broad understanding of the requirements to meet the various conditions under which alloy steels are used enable the men who control the making of Bethlehem Alloy Steels to so direct each step as to produce the best possible combination of properties for the intended service.

BETHLEHEM STEEL COMPANY, *General Offices:* BETHLEHEM, PA.

District Offices: New York, Boston, Philadelphia, Baltimore, Washington, Atlanta, Pittsburgh, Buffalo, Cleveland, Cincinnati, Detroit, Chicago, St. Louis.
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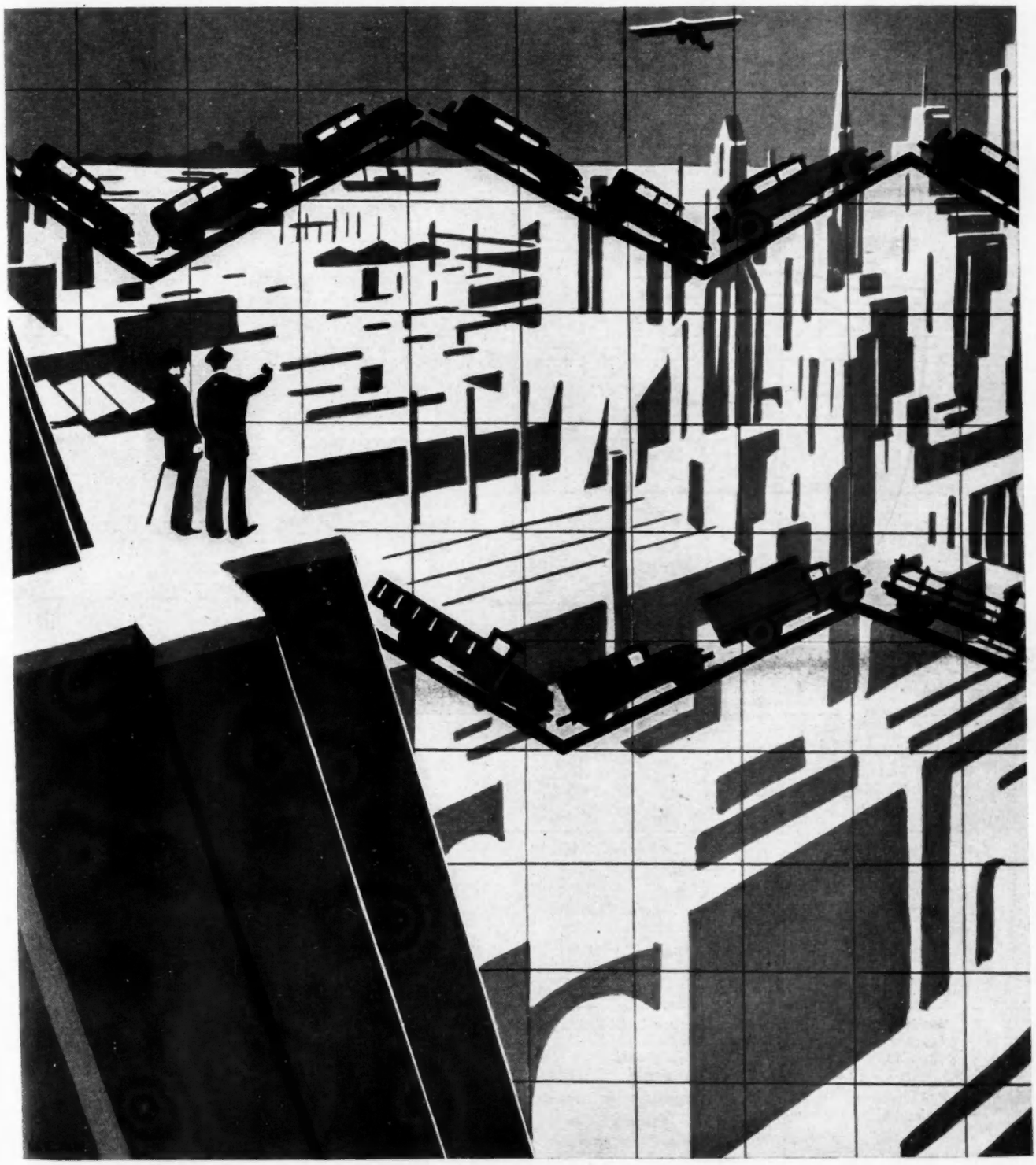
BETHLEHEM ALLOY STEELS

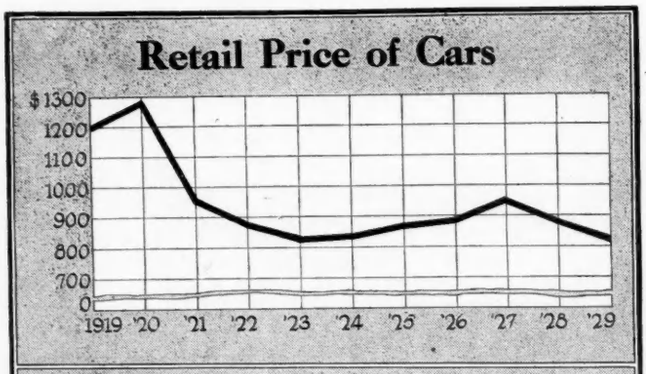
AUTOMOTIVE INDUSTRIES

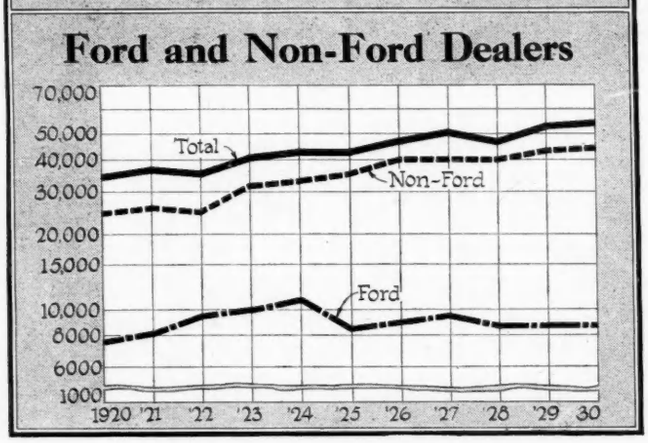
STATISTICAL ISSUE - 1930

Volume 62 Number 8
Philadelphia, Saturday, February 22



WORLD STATISTICS OF THE

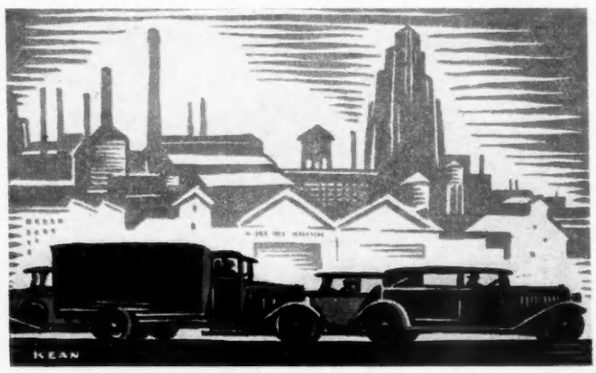




COMPREHENSIVE statistical presentation of salient data in the automotive industry is given in these pages, prepared for ready reference and designed to serve as a handbook of facts for the automotive, airplane and allied businesses in this country and abroad.

Graphical and tabular compilation of general trends in automotive manufacturing and distribution. Pages 254 to 258.

Aircraft data, showing production, exports, dis-

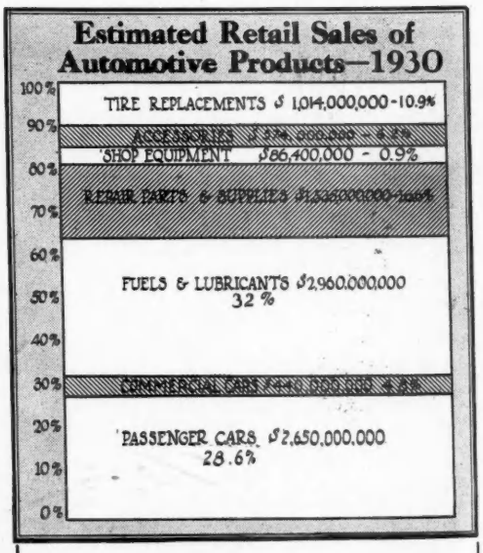


Automotive Building Construction During 1929

	First Quarter		Second Quarter		Third Quarter		Fourth Quarter		Total 1929	
	Value in $1,000	No. of Projects	Value in $1,000	No. of Projects	Value in $1,000	No. of Projects	Value in $1,000	No. of Projects	Value in $1,000	No. of Projects
Car Mfrs.....	13,007	41	7,050	20	7,399	33	3,214	11	30,610	105
Parts Mfrs...	7,454	63	4,400	43	4,243	66	3,851	52	19,948	224
Access. Mfrs.	6,012	71	3,000	42	3,527	93	1,050	14	13,589	220
Tire Mfrs....	12,250	23	4,891	8	5,384	14	2,500	2	25,025	51
Plane Mfrs...	8,200	168	6,652	34	5,087	38	4,213	27	24,152	167
Airports, Etc.	9,520	112	4,344	85	4,445	63	3,172	31	21,481	291
Total	56,443	378	30,337	232	30,085	307	18,100	137	134,805	1058

Service stations and parking garages built during 1929 totaled $141,387,000 with 2078 projects reported. An increase of about 35 per cent was reported in multi-story garage structures last year as compared with 1928

Approximate new automotive building construction based on *Automotive Industries'* weekly rerports.



These figures are estimates based upon the probable increase in motor vehicle registrations and an estimate of car and truck sales during 1930

AUTOMOTIVE INDUSTRY

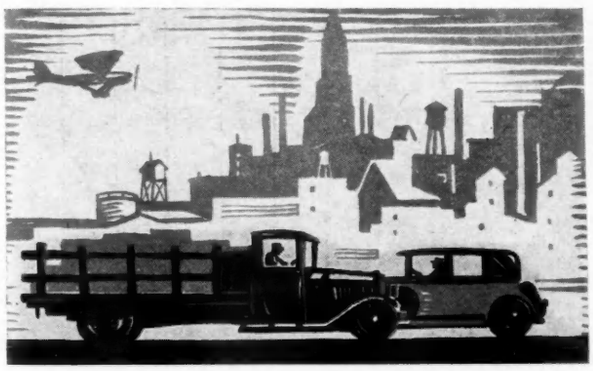
tribution of airports, transport lines and numbers of dealers by states. Registrations of airplanes, pilots, students, etc. Page 259.

Corporate combinations and mergers in the industry during the past 12 months. Pages 260 and 261.

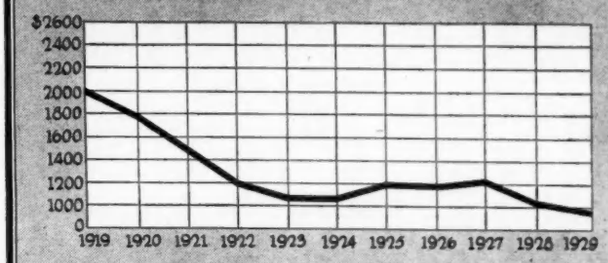
Financing and marketing data, with tables analyzing sales of passenger cars and trucks. Distribution of dealers in the United States. Pages 263 to 268.

Up-to-date Highway figures. Page 269.

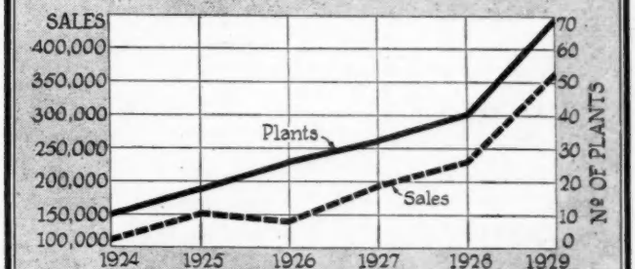
Production of motor vehicles for past 17 years,



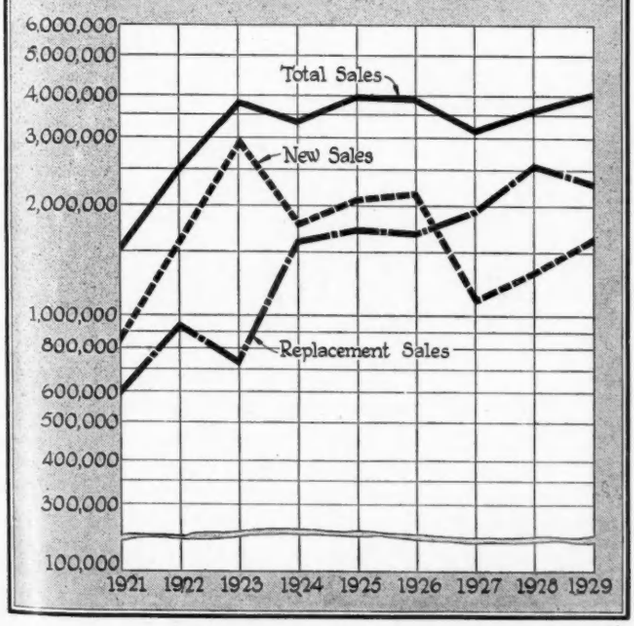
Retail Price of Trucks



Foreign Assembly Plants and Sales



Replacement Sales— Cars and Trucks



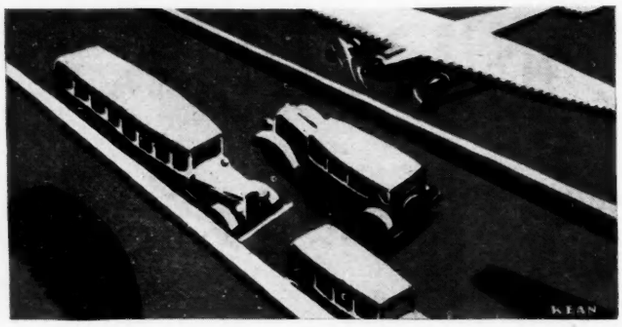
Automotive Executive Changes— Nov., 1928 to Nov., 1929

Title of Executive	Automobiles	Commercial Vehicles	Buses	Tractors	Motorcyles	Aircraft	Engines	Industrial Equipment	Net Totals (*)
President	14	29	13	11	1	48	38	38	159
Vice-President ..	61	88	37	33	2	107	90	89	403
Secretary	15	39	22	11	..	70	48	42	200
Treasurer	20	37	15	8	..	79	44	51	223
General Manager	28	51	15	11	1	70	42	43	215
Works Manager.	32	31	16	16	..	56	46	51	191
Superintendent...	52	62	16	13	..	57	44	51	223
Prod. Mgr.	21	29	19	12	..	48	32	38	151
Prod. Engr.	5	6	6	2	..	16	11	6	44
Pur. Agt.	36	57	22	16	..	88	45	42	241
Asst. Pur. Agent	37	39	27	10	..	34	27	17	123
Service Manager	44	61	25	9	1	27	31	28	149
Engineer	72	73	36	13	3	88	76	81	348
Body Engineer ..	21	8	5	..	..	6	..	..	30
Tool Engineer ..	11	17	8	8	..	14	18	10	58
Foundry Supt. ..	1	5	4	4	..	2	11	18	29
Body Shop Supt.	17	20	8	..	..	5	..	2	33
Trim Shop Supt.	12	14	7	..	..	4	1	..	25
Mch. Shop Supt.	14	19	9	8	..	16	27	20	78
Paint Shop Supt.	12	18	4	4	..	13	4	3	46
Drop Forge Supt.	2	3	3	1	..	1	2	3	8
Sales Manager..	92	82	32	16	1	78	70	82	348
Advertising Mgr.	25	28	15	13	1	48	42	48	179
Other Officers ..	314	220	78	34	3	123	102	81	639
Net Totals #...	858	897	398	225	12	882	738	741	4,751

(*) The changes for each title, without duplication in products, but where one man with two or more titles changed, this is counted for each title.

(#) Net changes in individuals for each product, duplicated in other columns where a concern makes two or more products.

Chilton Factory List of Automotive Industrial Red Book



STATISTICS OF

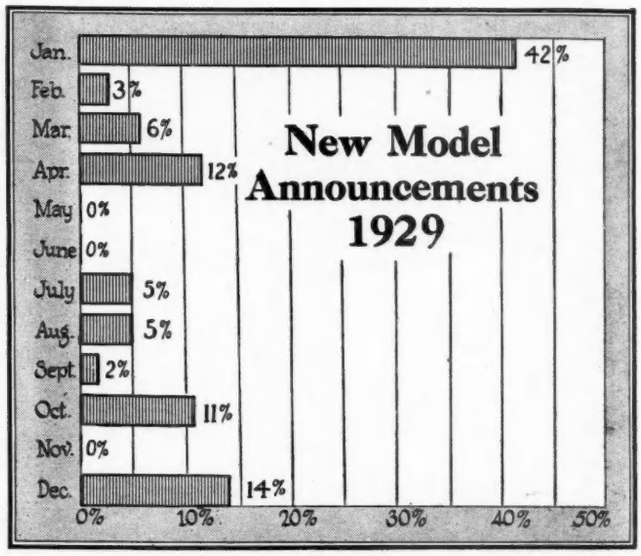
shown in detailed form in 24 tables and charts. Pages 270 to 274.

United States registrations of automobiles and trucks since 1917 with a complete statistical table showing the 1929 breakdown by states and types of motor vehicles. World registrations by continents. Pages 275 to 279.

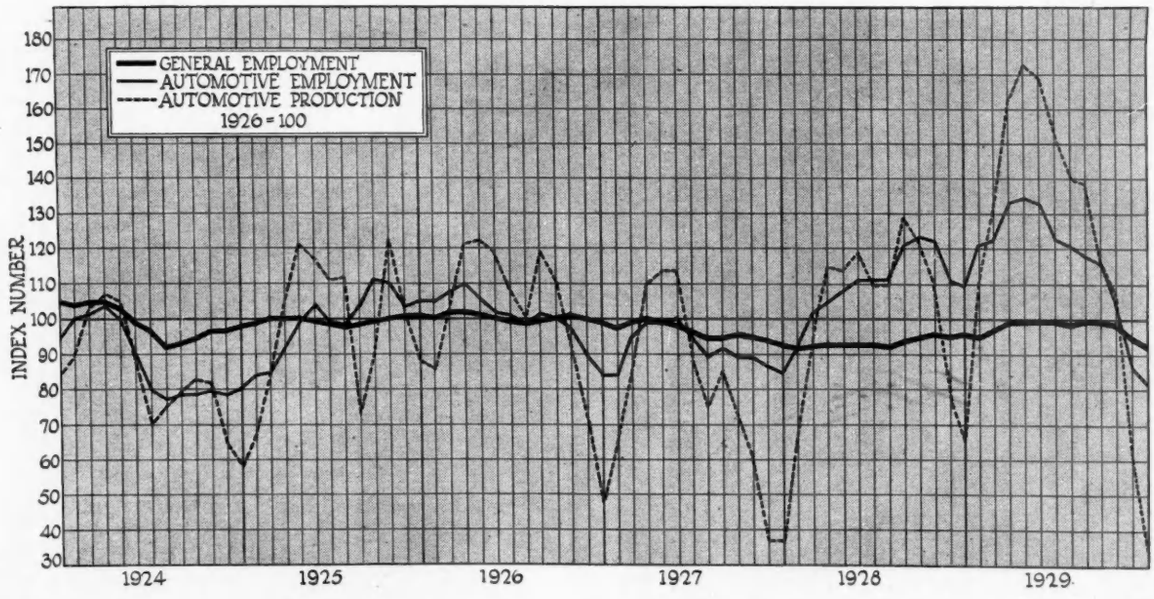
Trends in design of American passenger cars. Pages 280 and 281.

Materials Used in the Automotive Industry—1929

Material	Amount Used	Per Cent of Total Output
Steel (all types)	7,239,000 tons	18.0
Steel (alloy)	560,000 tons	62.0
Aluminum	34,000 tons	37.7
Copper	305,000 lb.	15.0
Plate Glass	79,500,000 sq. ft.	67.0
Rubber	913,920,000 lb.	85.0
Hardwood Lumber	1,180,000 bd. ft.	18.0
Tin	20,000 tons	25.3
Zinc	31,500 tons	5.3
Lead	227,000 tons	36.3
Cotton Fabric (in tires)	287,000,000 lb.	



Trend in Production and Employment

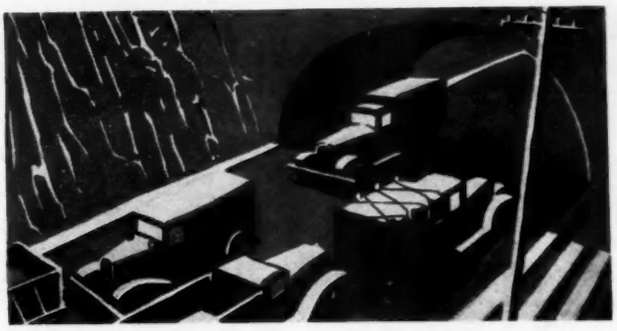


THE INDUSTRY

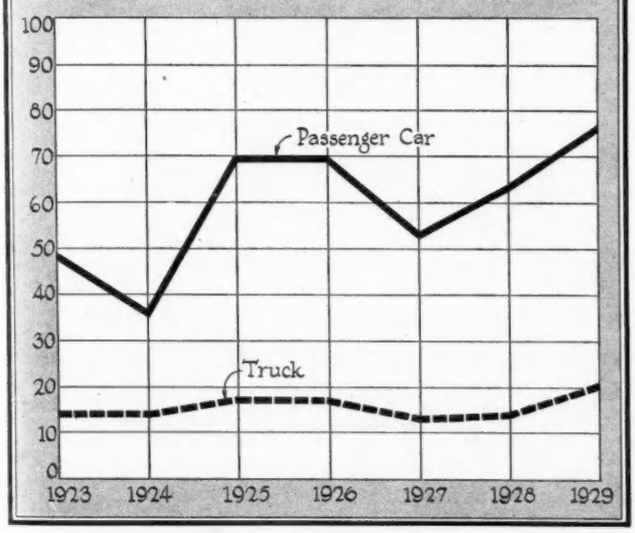
Specifications of American, British and Continental European passenger cars, buses and trucks and specifications of American bodies, stock engines and equipment items. Pages 282 to 331.

Specifications of major airplane units and aero powerplants manufactured throughout the world. Pages 332 to 337.

Export tables and charts showing motor vehicle and automotive equipment shipments. Pages 340 to 345.



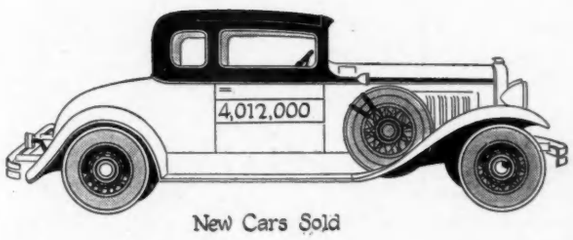
Motor Vehicle Sales Per Dealer



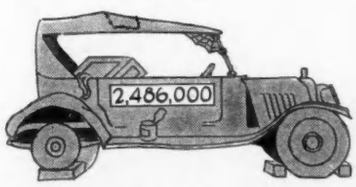
Total Foreign Consumption of Motor Vehicles of U. S. Design

Year	U. S. Exports Inc. For. Assem.	Canadian Production	Total Foreign Consumption
1914	27,574		27,574
1915	67,373		67,373
1916	85,364		85,364
1917	85,092	93,810	178,902
1918	51,260	82,408	133,668
1919	56,389	87,835	144,224
1920	177,297	94,144	271,441
1921	60,739	66,246	126,933
1922	125,880	102,053	227,980
1923	240,091	146,438	386,529
1924	293,115	135,246	428,361
1925	428,564	161,389	589,953
1926	393,600	204,727	598,327
1927	462,880	178,427	641,307
1928	582,764	242,382	825,146
1929	735,759	263,295	999,054

New Cars Sold and Old Cars Scrapped—1929

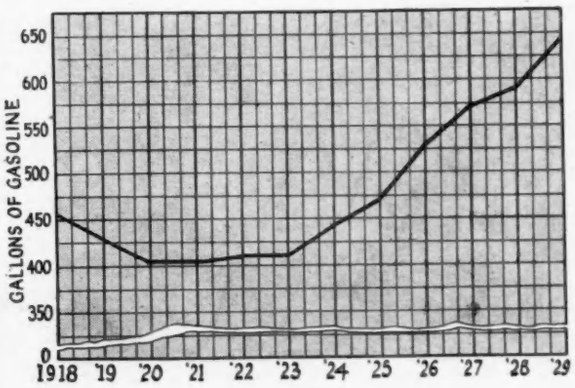


New Cars Sold



Old Cars Scrapped

Average Gasoline Consumption Per Motor Vehicle by Gallons



STATISTICS OF THE INDUSTRY

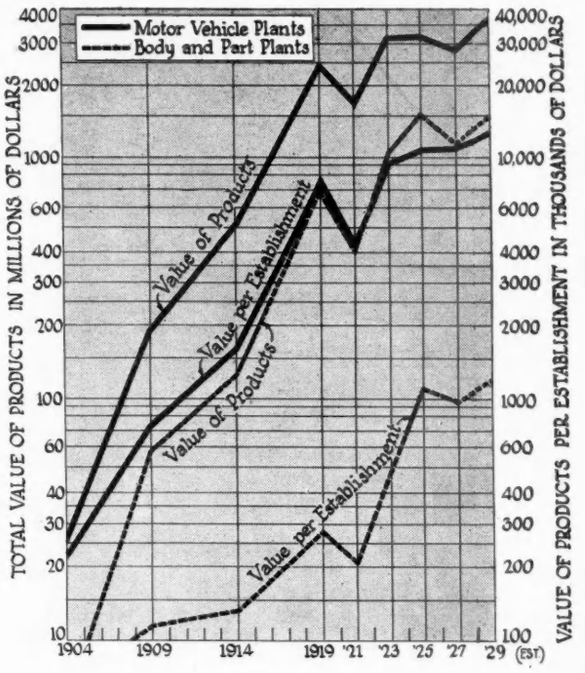
Facts About Distribution—1928-1929*

From *Motor World Wholesale*

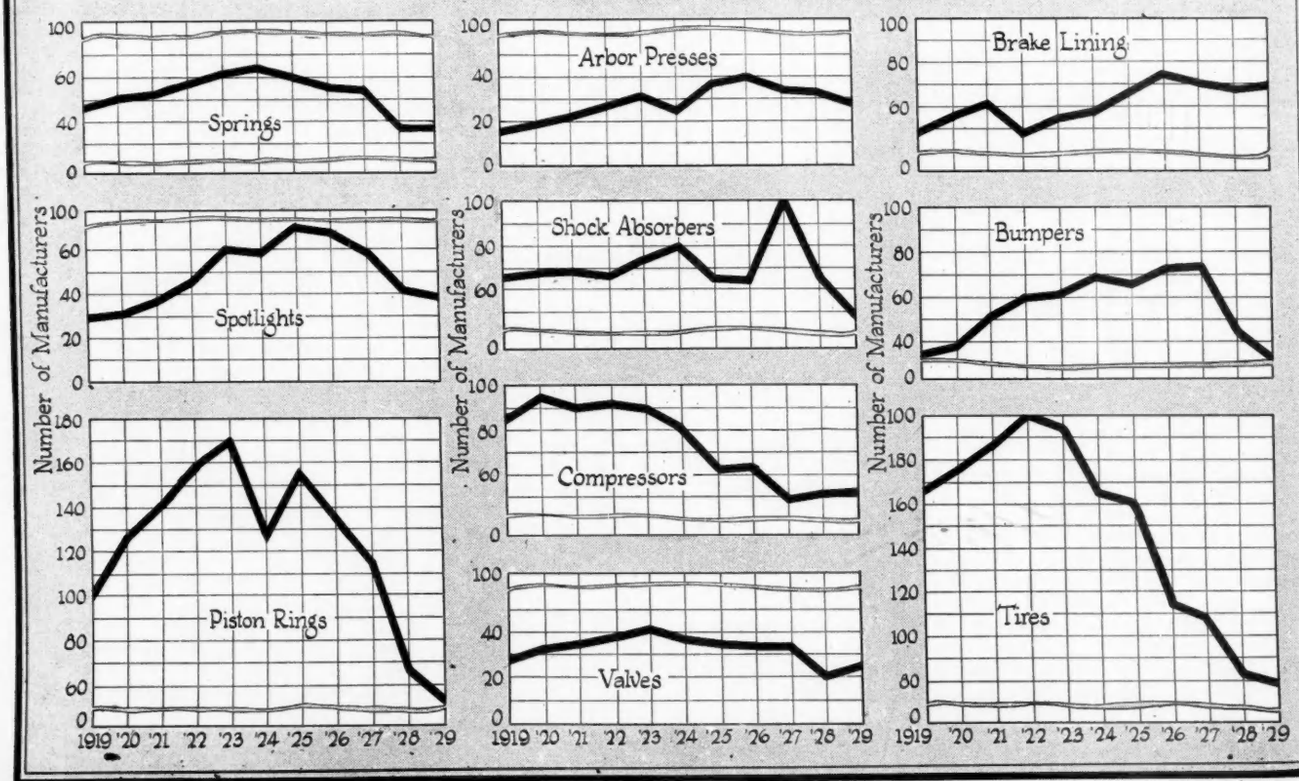
	1928	1929
Average number of new cars sold per dealer	63	76
Average wholesale value of new cars sold per dealer	$42,400	$46,400
Average number of motor vehicle registrations per service station or repair shop	257	263
Average number of motor vehicle registrations per retail outlet for accessories and supplies	318	329
Average wholesale price of passenger car	$672	$610
Average wholesale price of truck	$786	$661
Cars bought for other than replacement	1,060,000	1,527,000
Number of passenger cars replaced	2,190,000	2,485,000
Number of car dealers U. S.	51,471	52,588
Number of truck dealers U. S.	25,688	27,202
Number of dealer service stations and repair shops in U. S.	95,334	101,189
Number of accessory and supply stores and departments U. S.	77,343	80,574
Public garages U. S.	50,134	49,811

* Where one establishment operates more than one department, as car dealer, truck dealer, accessory and supply store, etc., it is counted once for each function.

Growth of Automotive Concerns



Trends in Number of Manufacturers of Important Items of Parts, Accessories and Supplies



From Motor World Wholesale

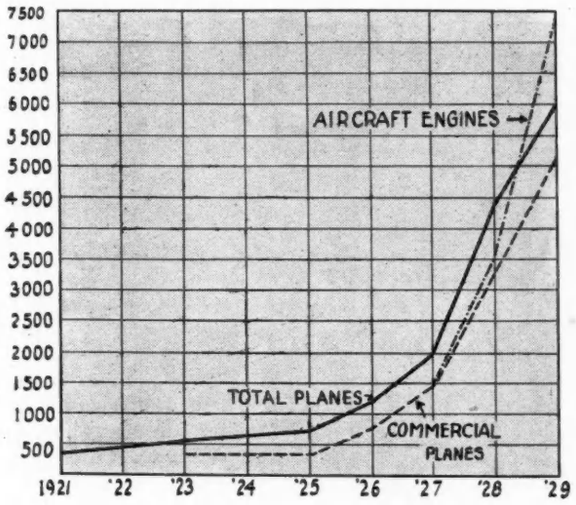
AIRCRAFT

Causes of Accidents

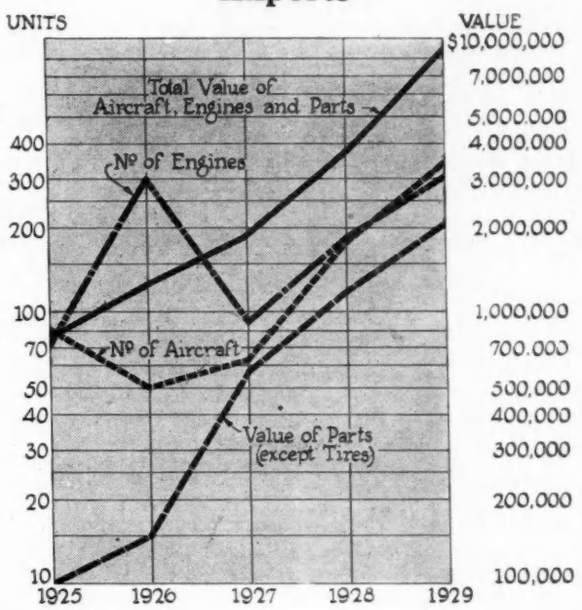
(Jan.-June, 1929)

Causes	Per Cent
Personnel errors—	
Pilot	57.31
Other	1.73
Material—	
Powerplant failures	18.08
Structural failures	6.38
Handling qualities	2.36
Instruments	.06
Miscellaneous	9.06
Weather	5.02
	100.00

Production



Exports



Registrations

(As of Dec. 31, 1929)

Pilot licenses, active	10,596
Student permits issued	30,662
Mechanic licenses, active	7,839
Airplane licenses, active	6,753
Airplane identifications	3,153
Schools approved	31
Flying instructors approved	116
Ground instructors approved	167

Dealers, Airports and Operating Companies

State	Dealers and Distributors in Airplanes	Airports	Operating Units
Alabama	6	9	5
Arizona	13	28	12
Arkansas	7	15	8
California	123	176	110
Colorado	12	31	14
Connecticut	10	9	11
Delaware	1	3	1
Dist. of Columbia	4	5	7
Florida	14	31	20
Georgia	10	25	11
Idaho	7	10	9
Illinois	42	67	58
Indiana	42	35	39
Iowa	24	35	21
Kansas	29	49	31
Kentucky	5	9	4
Louisiana	11	16	11
Maine	3	4	4
Maryland	6	10	6
Massachusetts	18	26	17
Michigan	38	48	40
Minnesota	15	20	18
Mississippi	4	5	2
Missouri	31	19	28
Montana	8	17	9
Nebraska	9	21	8
Nevada	1	8	1
New Hampshire	5	6	4
New Jersey	25	28	18
New Mexico	3	13	3
New York	59	62	74
North Carolina	11	21	13
North Dakota	10	11	11
Ohio	47	53	60
Oklahoma	18	37	23
Oregon	16	20	20
Pennsylvania	45	66	55
Rhode Island	5	6	5
South Carolina	5	10	5
South Dakota	14	14	14
Tennessee	5	9	10
Texas	36	61	44
Utah	5	7	5
Vermont	1	5	2
Virginia	7	26	13
Washington	23	29	31
West Virginia	6	6	6
Wisconsin	24	34	31
Wyoming	2	8	5
Total	865	1,263	957

Note: Duplications under different headings not eliminated. (Data from lists compiled by Chilton Aero Directory & Catalog.)

STATISTICS OF THE INDUSTRY

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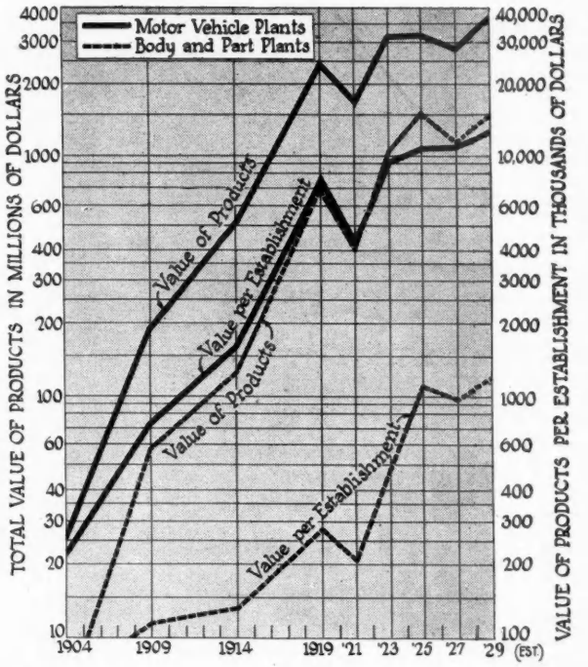

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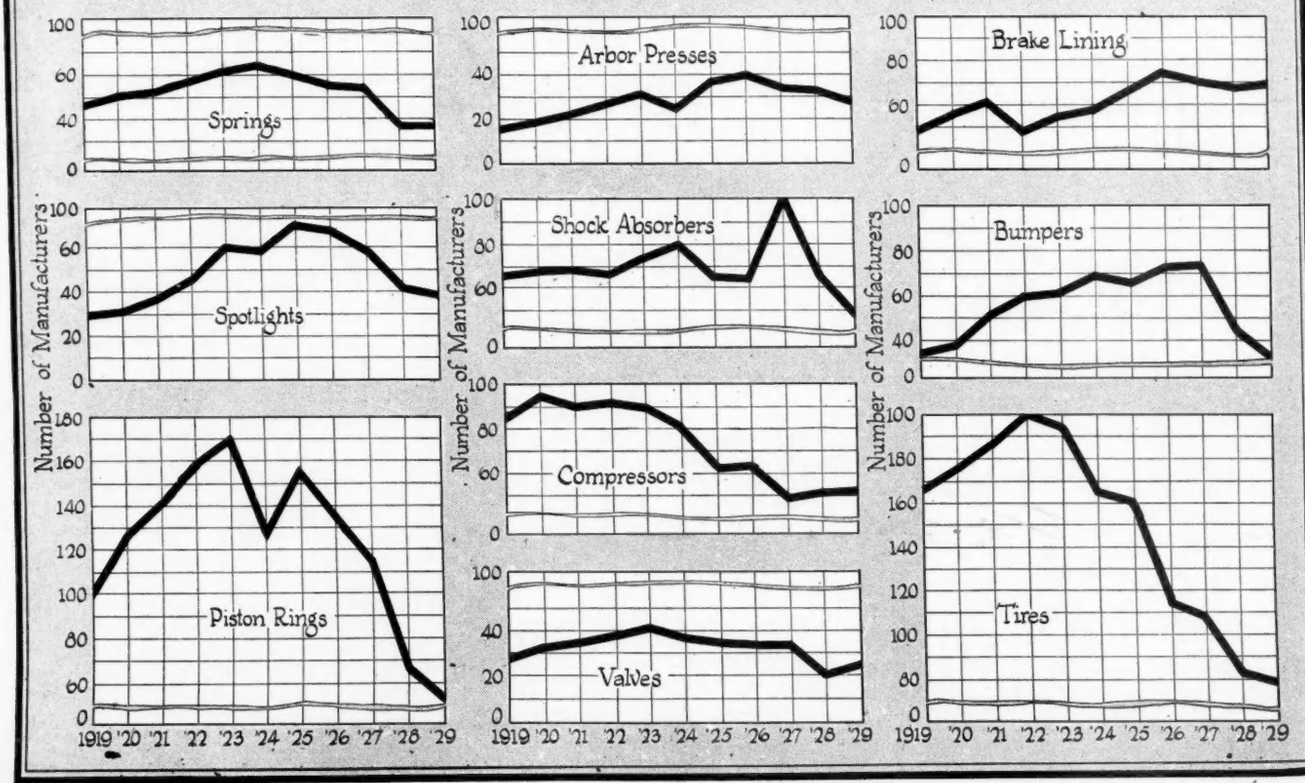
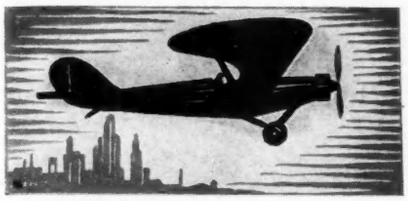


From Motor World Wholesale



AIRCRAFT

Causes of Accidents

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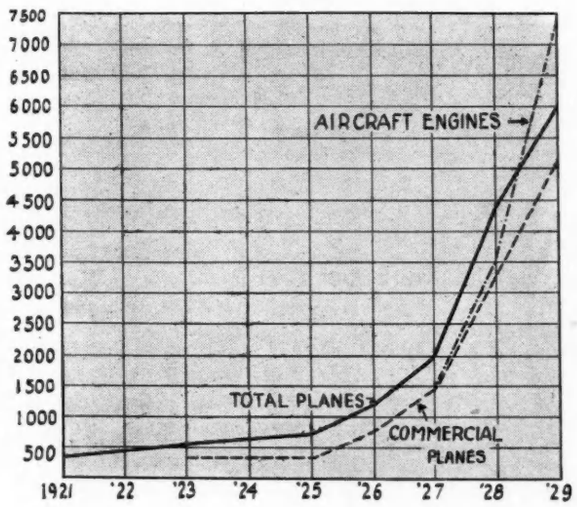
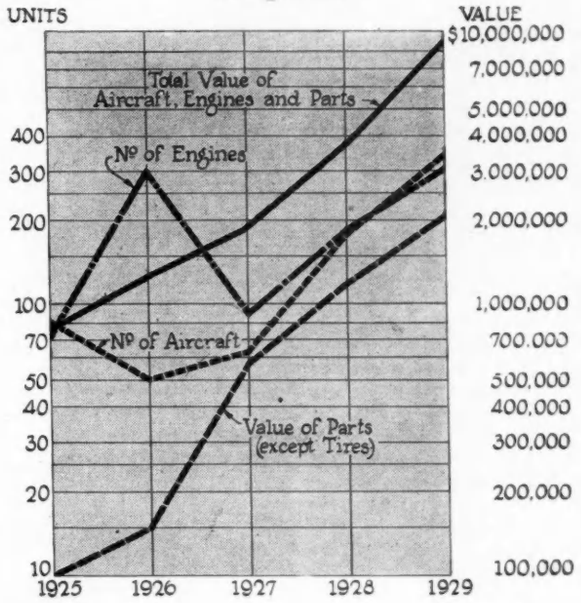
Production



Exports



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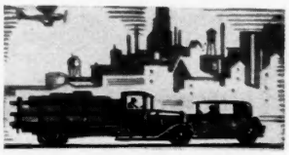
(As of Dec. 31, 1929)

Pilot licenses, active	10,596
Student permits issued	30,662
Mechanic licenses, active	7,839
Airplane licenses, active	6,753
Airplane identifications	3,153
Schools approved	31
Flying instructors approved	116
Ground instructors approved	167

Dealers, Airports and Operating Companies

State	Dealers and Distributors in Airplanes	Airports	Operating Units
Alabama	6	9	5
Arizona	13	28	12
Arkansas	7	15	8
California	123	176	110
Colorado	12	31	14
Connecticut	10	9	11
Delaware	1	3	1
Dist. of Columbia	4	5	7
Florida	14	31	20
Georgia	10	25	11
Idaho	7	10	9
Illinois	42	67	58
Indiana	42	35	39
Iowa	24	35	21
Kansas	29	49	31
Kentucky	5	9	4
Louisiana	11	16	11
Maine	3	4	4
Maryland	6	10	6
Massachusetts	18	26	17
Michigan	38	48	40
Minnesota	15	20	18
Mississippi	4	5	2
Missouri	31	19	28
Montana	8	17	9
Nebraska	9	21	8
Nevada	1	8	1
New Hampshire	5	6	4
New Jersey	25	28	18
New Mexico	3	13	3
New York	59	62	74
North Carolina	11	21	13
North Dakota	10	11	11
Ohio	47	53	60
Oklahoma	18	37	23
Oregon	16	20	20
Pennsylvania	45	66	55
Rhode Island	5	6	5
South Carolina	5	10	5
South Dakota	14	14	14
Tennessee	5	9	10
Texas	36	61	44
Utah	5	7	5
Vermont	1	5	2
Virginia	7	26	13
Washington	23	29	31
West Virginia	6	6	6
Wisconsin	24	34	31
Wyoming	2	8	5
Total	865	1,263	957

Note: Duplications under different headings not eliminated. (Data from lists compiled by Chilton Aero Directory & Catalog.)

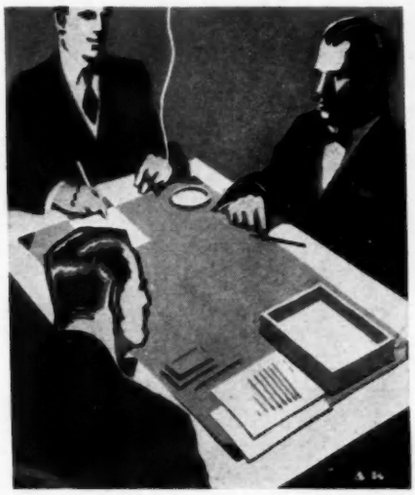


Mergers and Combinations of Automotive

NEW CORPORATION OR BUYER	OTHER CONCERNS INVOLVED
January, 1929	
Auburn Automobile Co.	Central Mfg. Co.
Borg-Warner Corp.	Long Mfg. Co.
Borg-Warner Corp.	Galesburg- Coulter Disc Co.
Borg-Warner Corp.	Johnson Co.
Chanslor & Lyon Stores, Inc.	Chanslor & Lyon Co. McCoy Motor Supply Co. California Auto Supply Co.
Continental-Diamond Fibre Co.	Diamond State Fibre Co. Continental Fibre Co.
Houdaille-Hershey Corp.	Houdaille Corp. Hershey Corp. Oakes Product Corp.
Spicer Mfg. Corp.	Brown-Lipe Gear Co.
Spraco, Inc.	Spray Engineering Co. Spraco Painting Equipment Co.
Timken-Detroit Axle Co.	Wisconsin Parts Co.
Trindl Corp.	Woodstock Motor Valve Co.
February, 1929	
Barnes-Gibson-Raymond, Inc.	Cook Spring Co.
Gardner Motor Co.	Parks Aircraft Inc.
General Spring Bumper Corp.	C. G. Spring & Bumper Co. Biflex Products Co.
Oliver Farm Equipment Co.	Oliver Chilled Plow Works Nicholas & Shepard Co. Hart-Parr Co.
Thermoid Co.	Thermoid Rubber Co. Stokes Asbestos Co.
Thompson Products, Inc.	Cleveland Piston & Mfg. Co. Cox Tool Co.
Warchel Corp.	Elite Mfg. Co. Ward-Love Pump Corp. J. H. Channon Corp.
March, 1929	
Aviation Corp.	Incorporated to hold aviation stocks
Consolidated Motor Parts Co.	H. H. Rudnick Co., Inc. Howell Trieber Co. Miller Larramee Co. Holland & Deganhardt
General Motors Corp.	Opel Motor Works
Nachman Springfilled Corp.	Nachman Co. Kay Mfg. Co.
New Britain-Gridley Machine Co.	New Britain Machine Co. Gridley Machine Co.
United Tractor & Equipment Corp.	32 units.

NEW CORPORATION OR BUYER	OTHER CONCERNS INVOLVED
April, 1929	
Aluminum Industries, Inc.	Diamond Motor Parts Co.
Bendix Aviation Corp.	Bendix Corp. Stromberg Carburetor Corp of America Scintilla Magneto Co. Delco Aviation Corp., etc.
Borg-Warner Corp.	B. W. Morse Chain Co.
General Motors Corp.	McKinnon Industries, Ltd.
H. J. Hayes Industries	Hayes Products Co. Victor Body Corp.
Kelsey-Hayes Wheel Corp.	Wire Wheel Corp of America
Minneapolis-Moline Power Implement Co.	Minneapolis Threshing Machine Co. Moline Implement Co. Minneapolis Steel & Machinery Co.
May, 1929	
Bendix Aviation Corp.	Cowdrey Brake Tester Organization, Inc.
Four Wheel Drive Auto Co.	Menominee Motor Truck Co. of Wis.
General Motors Corp.	Fokker Aircraft Corp.
General Motors Corp.	Allison Engineering Co.
LaFrance-Republic Corp.	Republic Motor Truck Co., and Commercial Car Div. of American-La-France & Foamite Corp.
Moto Meter Gauge & Equipment Co.	Moto Meter Co. Saf-T-Stat Co.
Porterfield Aviation Interest, Inc.	American Eagle Aircraft Co. Lincoln Aircraft Co.
Walker Mfg. Co.	Ajax Parts Co.
June, 1929	
Comet Engine Corp.	Gisholt Machine Tool Co., et al.
Detroit Aircraft Corp.	Nine companies, see page 920.
German Ford Motor Co.	German Die Trust
Kearney & Trecker Corp.	Gerlinger Steel Casting Co.
Kingsley-Miller Co.	Bought by Martin E. Goldman, et al.
Sky Specialties Corp.	Heywood Starter Corp. Simon Airplane Appliance Co.
Sundstrand Machine Tool Co.	Rockford Union Foundry Co. Sunstrand Machine Tool Co.

Corporate Interests for the Year



NEW CORPORATION OR BUYER	OTHER CONCERNS INVOLVED
July, 1929	
Aero Corp. of America.	Simplex Aircraft Corp.
Bendix Aviation Corp.	Pioneer Instrument Co.
Clark Equipment Co.	Foost Gear & Forge Co.
Detroit Aircraft Corp.	Lockheed Aircraft Corp.
Husky Corp.	Billings & Spencer Co.
Logan Gear Co.	Bingham Stamping & Tool Co.
Morris Paint & Varnish Co.	Common Sense Mfg. Co.
Snap-On Wrench Co.	Blue Point Tool Co.
August, 1929	
Airparts Corp.	Wayne Tool H. R. Krueger Co.
American Aircraft Corp.	Wallace Aircraft Co.
Biltmore Mfg. Co.	Ero Mfg. Co.
Borg-Warner Corp.	Detroit Gear & Machine Co. Norge Co.
Consolidated Aircraft Corp.	Fleet Aircraft Corp. Thomas Morse Aircraft Kinner Aeroplane & Motor Corp.
Curtiss Aeroplane & Mfg. Co.	Wright Aeronautical Co.
H. H. Franklin Co.	General Die Casting Co.
B. F. Goodrich Co.	Hood Rubber Co.
Heinn-Werner Motor Parts Corp.	Milwaukee Circulating Pump & Mfg. Co.
Higbee Body Co.	Hicks Body Co.
Houdaille-Hershey Co.	Skinner Co., Ltd.
Kari-Keen Aircraft Co., Inc.	Dakota Airplane Co.
Michiana Products Corp.	Chrobaltic Tool Co. Sheet Steel Products Co.
Raybestos-Manhattan, Inc.	Manhattan Rubber Co. Raybestos Co.
United Aircraft & Transport Corp.	Sikorsky Aviation Corp.
United Aircraft & Transport Corp.	Stearman Aircraft Co.
Walker Mfg. Co.	Ajax Auto Parts Co.
September, 1929	
Cord Corp.	Columbia Axle Co.
Detroit Gasket & Mfg. Co.	Detroit Cord Mfg. Co. Vanguard Specialties
General Motors Corp.	North East Electric Co. Day-Fan Electric Co.
L. H. Green	J. C. Haartz Co.
M. A. Hanna Co.	Great Lake Steel Corp. Wierton Steel Co.
Toledo Steel Products Co.	Fostoria Screw Co.
October, 1929	
Ex-Cell-O Aircraft & Tool Corp.	Govro-Nelson Co.
Logangear Products Co.	Indianapolis Tool & Mfg. Co.
Thermoid Co.	Southern Asbestos Co.
Thompson Products Co.	S. A. des Etablissements Mecanique Monopole (France)
November, 1929	
Cord Corp.	Stinson Aircraft Corp.
Fruehauf Trailer Co.	Warner Co.
L. H. Gilmer Co.	Farran-oid Co.
Parks Air College, Inc.	Detroit Aircraft Corp.
Republic Gear Co.	Accurate Gear Co.
Screw Machine Products Assoc.	Screw Machine Products Institute
Executives of Stone & Webster Co.	Henry & Wright Mfg. Co.
Thompson-Gibb Welding Machine Co.	Gibb Welding Machine Co.
Walker Machine & Screw Co.	Swope-McCracken Co.
December, 1929	
Deere & Co.	Wagner-Langemo Co.
Dorner Steel Co.	Witherow Steel Corp.
Fiat Automobile Co.	Itala Automobile Co.
Republic Steel Corp.	Republic Iron & Steel Co. Central Alloy Steel Corp. Donner Steel Inc. Bourne & Filler Co.
Walker Vehicle Co.	Barrett-Cravens Co.
Yale & Towne Mfg. Co.	Stuebing-Cowan Co.
January, 1930	
Milwaukee Stamping Co.	Litterer Bros. Mfg. Co.
Van Sicklen Corp.	Lorraine Corp.
S. L. Jackson Co.	Fremont Auto Fabrics Co.
B. F. Goodrich Co.	Miller Rubber Co.
Wood Hydraulic Hoist & Body Co.	Hydraulic Hoist & Mfg. Co.
Mendenhall Auto Parts Co.	H. & P. Auto Parts Co.
February, 1930 *(To Feb. 15)*	
Vogt Mfg. Co.	Waterloo Textile Corp.
Lamson & Sessions Co.	Foster Bolt & Nut Mfg. Co.

RETAIL FINANCING DATA

Number of New Cars Financed—1929

Total Sales 4,012,000

No. Financed 2,510,000

Number of Used Cars Financed—1929

Total Sales 5,154,000

No. Financed 3,360,000

Money Invested in New Car Sales—1929

Retail Value of New Cars Sold $3,257,744,000

Money Invested in Retail Financing . . . $1,483,410,000

Money Invested in Used Car Sales—1929

Retail Value of Used Cars Sold $2,092,524,000

Money Invested in Retail Financing . . . $ 964,320,000

Total Number of New Cars Repossessed

79,000

Total Losses on Repossessed Cars

$ 5,165,000

Proportion of Financing Placed on Standard Terms

1926...84%
1927...86%
1928...84%
1929...82%

Average Outstanding Liabilities of Finance Companies

New
$800,820,000
Used
$501,280,000

Loss per Repossessed Car -Standard Terms

1926...$65
1927...$43
1928...$56
1929...$60

MARKETING DATA

Sales for 1929 Were 16.4% Above Record

Increase in Ford output during the year accounts for a major part of the higher total.

By HOLLISTER MOORE
Research Department, Chilton Class Journal Co.

THERE were more cars and truck sold in 1929 than have been sold in any previous year. Passenger car sales passed the four-million mark for the first time with a total approximating 4,012,000; and trucks broke the previous record with sales of 543,700. The previous high year was 1926, when car sales reached 3,410,000 and truck sales 397,000. In 1928 sales of passenger cars were 3,220,000 and of trucks 353,000. Combined car and truck sales were 26.8 per cent higher in 1929 than in 1928, and 16.4 per cent greater than in 1926.

Foreign sales of American motor vehicles took 999,000 cars and trucks, or 17.8 per cent of the total production in 1929 as compared with 825,000, or 18 per cent of the total production in 1928. Although the percentage is practically the same for the two years, foreign sales of passenger cars took a smaller percentage of production in 1929 than 1928 and foreign sales of American trucks took a larger percentage. In 1929 foreign sales of passenger cars amounted to 13.6 per cent of production compared to 15.3 per cent in 1928. Of truck production 42.4 per cent went to foreign sales in 1929.

The new sales record is largely due to the come-back made by Ford. During the last half of 1927 Ford plants were almost entirely shut down. It was not until early in 1929 that Ford again approached full production. After dropping back to second place in 1927 and 1928, when his sales were 15 per cent and 14.2 per cent of the total car sales, Ford recovered first position in 1929 with 33.64 per cent.

The General Motors group, which had led in passenger car sales during the two years while Ford was changing models, dropped back to second place in 1929. Chevrolet in 1929 was next to Ford with 20.15 per cent of total sales.

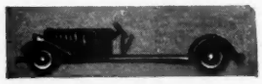
The Chrysler group remained in its position as third in volume of sales, although it did not represent as great a percentage of sales as it did the two previous years. Plymouth and De Soto gained in percentage of total sales during their second year, while Chrysler and

Approximate Percentages of Total Car Sales Contributed by Leading Makers

	Approximate Sales 1929	Per Cent 1929	Per Cent 1928	Per Cent 1927
Ford Interests	**1,356,100**	**33.80**	**14.4**	**15.2**
Ford	1,349,900	33.64	14.2	15.0
Lincoln	6,200	.16	.2	.2
General Motors	**1,316,900**	**32.84**	**42.4**	**42.6**
Buick	161,000	4.02	6.3	8.9
Marquette	15,700	.39	...	...
Cadillac	15,200	.38	.6	.7
LaSalle	20,600	.52	.6	.4
Chevrolet	809,000	20.15	25.4	24.8
Oakland	32,900	.82	1.2	1.6
Pontiac	165,100	4.13	5.9	4.3
Oldsmobile	93,000	2.33	2.4	1.9
Viking	4,100	.10	...	...
Chrysler Motors	**353,000**	**8.80**	**10.8**	**10.5**
Chrysler	87,200	2.17	4.8	5.8
Dodge	88,300	2.20	4.7	4.7
Plymouth	115,900	2.89	.9	...
De Soto	61,600	1.54	.4	...
Hudson Motors	**263,800**	**6.59**	**7.3**	**8.5**
Essex	198,500	4.97	5.7	6.3
Hudson	65,300	1.62	1.6	2.2
Willys-Overland	**211,300**	**5.27**	**7.6**	**5.5**
Whippet	170,900	4.26	6.1	3.7
Willys-Knight	39,000	.97	1.3	1.5
Others	1,400	.04	.2	.3
Nash	**109,400**	**2.72**	**3.7**	**4.2**
Studebaker Interests	**94,800**	**2.35**	**3.6**	**3.8**
Erskine	8,100	.20	.7	.3
Pierce-Arrow	8,700	.21	.2	.2
Studebaker	78,000	1.94	2.7	3.3
Graham-Paige	**62,900**	**1.57**	**1.9**	**.7**
Durant	**49,200**	**1.23**	**2.3**	**2.2**
Packard	**46,100**	**1.15**	**1.4**	**1.2**
Hupmobile	**45,600**	**1.13**	**2.3***	**2.0***
Marmon Interests	**23,100**	**.57**	**.5**	**.4**
Marmon	8,900	.22	.5	.4
Roosevelt	14,200	.35	....	...
Auburn Interests	**19,300**	**.48**	**.4**	**.4**
Auburn	18,550	.46	.4	.4
Cord	750	.02	...	...
Reo	**18,000**	**.45**	**.7**	**.8**
All Others	**42,500**	**1.05**	**1.9**	**1.8**
Total	**4,012,000**	**100%**	**100%**	**100%**

* Includes Chandler.

MARKETING DATA



Dodge contributed a smaller proportion. The drop in Chrysler's position is a technical one, due in part to the fact that the four-cylinder models were discontinued as Chryslers and are now marketed as Plymouths.

The Hudson-Essex combination forged ahead of the Willys-Overland interests in 1929. Most of the other companies retained the same position that they held in 1928.

In analyzing the passenger car sales by zones we find that zone 4 on the map accompanying this article—the East North Central zone—took the most cars. All zones showed an increase in sales over 1928. Zone 6, the East South Central States, showed an increment of 35.5 per cent, a greater increase than was made by any other zone. The Pacific zone—zone 9—followed closely with an increase of 35 per cent. The following tabulation gives the percentage increase by zones.:

	Per Cent
New England	21.0
Middle Atlantic	18.3
South Atlantic	22.0
E. N. Central	25.5
W. N. Central	23.0
E. S. Central	35.5
W. S. Central	27.0
Mountain	27.0
Pacific	35.0

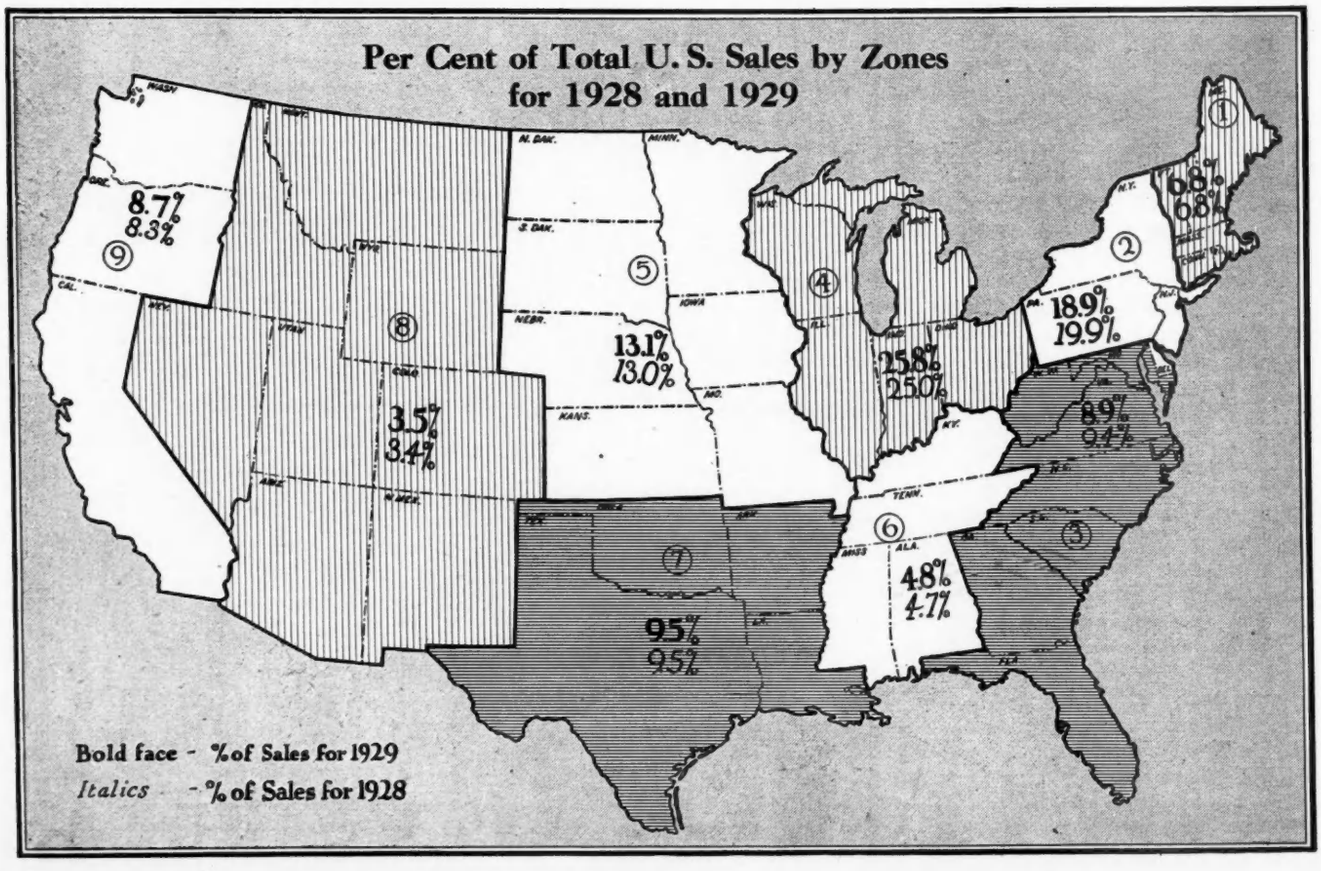
New York leads all states in the percentage of cars and trucks sold, taking 8.76 per cent of the total passenger car sales and 9.13 per cent of the total truck sales. This is a smaller percentage than last year, when it took 9.46 per cent of the passenger cars and 10.23 per cent of the truck sales. All states sold more cars last year than they did in 1928, and North Dakota was the only state to fall behind during 1929 in truck sales.

The table appearing on page 265 gives an interesting picture of marketing by zones. It is well to know in studying this table that the average new car sales per dealer for the country increased almost 21 per cent and that the number of car dealers was increased by 1300, the number of dealer service stations and independent repair shops increased by 6400, and the number of accessory outlets by 2900.

Approximately 41 per cent of the cars bought last year were purchased by new owners as second and third cars in families which already owned at least one car. Not since 1925 has such a great percentage of new car sales gone to this class. This indicates that the saturation point as based upon the ratio of cars sold to those scrapped has not been reached.

The Direct Mail Division of the Chilton Class Journal Co. has just completed an annual analysis of car dealers. One thing that this study reveals is the distribution of Ford and non-Ford car dealers by town sizes. A chart showing this analysis appears on page 268. In comparing this with the same study made last year it is found that there is an increased tendency on the part of non-Ford companies to place dealers in the smaller towns. The distribution of Ford dealers remains about the same.

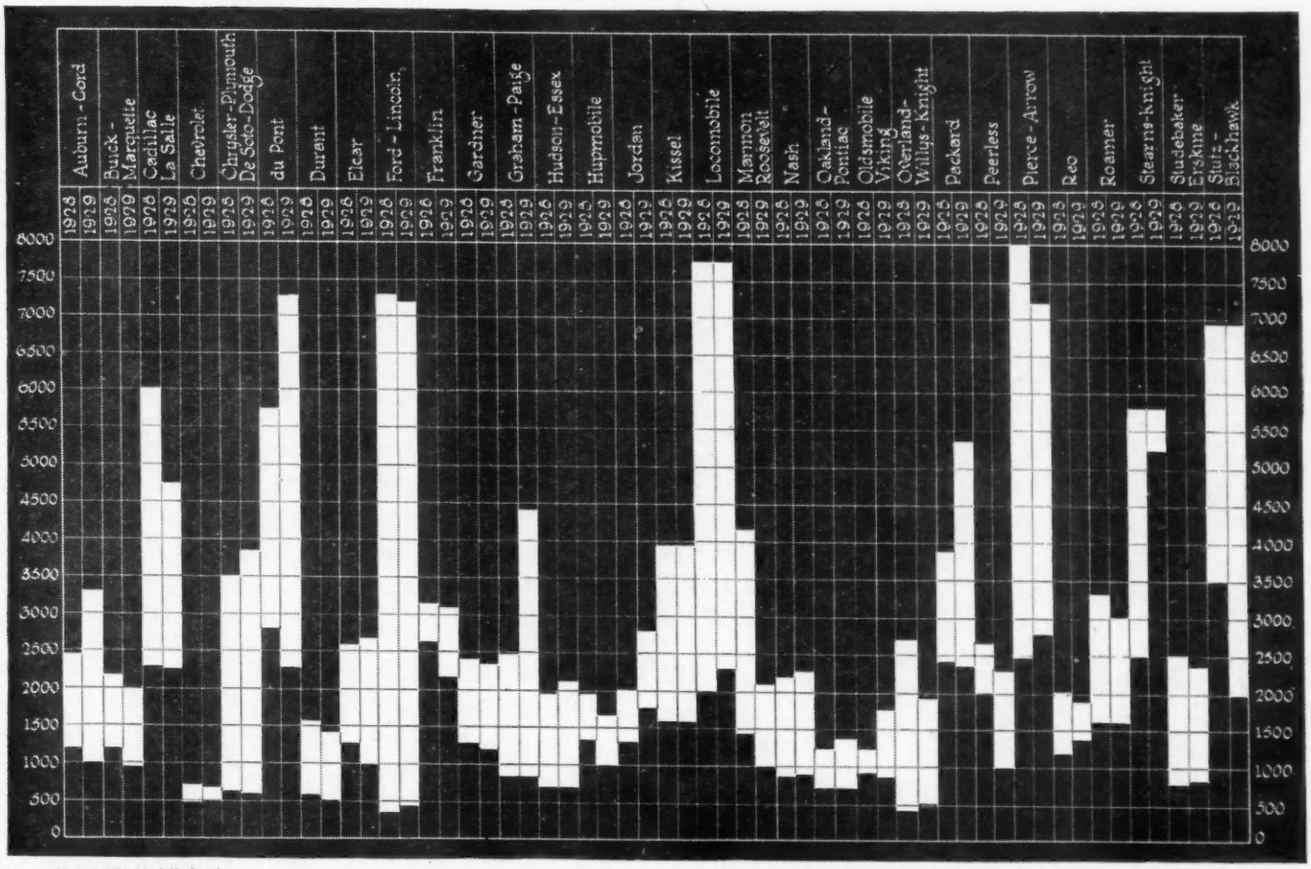
The analysis shows further that approximately 80 per cent of the total number of dealers handle but one make of car, and 20 per cent carry two or more makes. Of Ford dealers 67 per cent handle Fords alone and approximately 32 per cent handle Fords and Lincolns, the remaining 1 per cent sell Ford and some other make of car.



MARKETING DATA

Passenger Car Price Range Table, 1928-1929

(F.O.B. Factory)



From Motor World Wholesale

A new study is given this year on page 268, showing the percentage of Ford dealers rendering service as compared with the number of non-Ford dealers giving service. With this is shown the percentage of Ford dealers and non-Ford dealers handling accessories.

An investigation was made as to the origin of new car dealers. This is charted on page 268, showing that 77 per cent of new car dealers appointed during 1929 came from within the industry, the same per cent as in 1928. The greatest change in the study is the percentage of new dealers formerly employees of other car dealers. This percentage increased from 36 per cent to 45 per cent in 1929. There was only a slight difference in the percentage arising from other automotive sources.

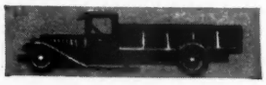
There was very little change in the proportion of cars and trucks registered in the different states. In the United States as a whole the ratio remained the same as in 1928, 86.9 per cent cars and 13.1 per cent trucks.

The accompanying chart, entitled "The Passenger Car Price Range Table," gives a clear picture in the various price classes of the different manufacturers' lines.

Registration, Sales and Dealer Outlet Data

Zone	Motor Vehicle Regist'n Jan. 1, 1930	Pass'ger Car Sales by Zones 1929	No. of Car Dealers	Retail Car Sales Per Dealer in 1929	No. of Serv. St'ns or Repair Shops	Motor Vehicle Regis'n Per Serv. Station	No. of Access. Outlets	Pass'ger Car Regis'n Per Access. Outlet
New England ..	1,736,559	273,800	3,180	86	6,550	265	4,008	359
Middle Atlantic.	4,880,573	755,500	9,072	83	18,677	267	13,780	297
South Atlantic.	2,610,028	363,700	4,621	79	8,902	293	7,272	314
E. N. Central ..	6,430,567	1,010,700	12,722	80	23,289	276	18,698	300
W. N. Central..	3,646,410	518,300	10,150	51	17,019	216	13,121	248
E. S. Central ..	1,228,629	205,600	2,408	85	4,470	275	3,896	280
W. S. Central ..	2,436,864	387,700	4,083	95	8,176	298	7,174	293
Mountain	971,546	141,400	2,550	55	4,236	229	4,040	211
Pacific	2,694,034	355,300	3,802	93	9,800	275	8,585	269
United States ..	26,634,210	4,012,000	52,588	76	101,189	263	80,574	286

MARKETING DATA



Ford and Non-Ford Dealers in U. S.

	PASSENGER CARS		TRUCKS	
	Ford	Non-Ford	Ford	Non-Ford
Alabama	126	355	126	185
Arizona	33	188	33	83
Arkansas	142	314	142	149
California	356	1,975	356	923
Colorado	94	586	94	307
Connecticut	45	646	45	225
Delaware	19	75	19	17
Dist. of Col.	10	66	10	17
Florida	97	325	97	169
Georgia	178	432	178	222
Idaho	63	275	63	140
Illinois	444	2,827	444	970
Indiana	240	1,375	240	424
Iowa	337	1,717	337	879
Kansas	288	1,354	288	710
Kentucky	164	657	164	311
Louisiana	127	295	127	135
Maine	77	381	77	150
Maryland	75	472	75	180
Massachusetts	163	1,104	163	380
Michigan	388	1,794	388	759
Minnesota	356	1,621	356	695
Mississippi	151	345	151	195
Missouri	290	1,181	290	466
Montana	81	392	81	215
Nebraska	247	1,117	247	537
Nevada	19	96	19	52
N. Hampshire	37	245	37	95
N. Jersey	161	1,335	161	493
N. Mexico	40	168	40	85
New York	424	3,393	424	1,397
N. Carolina	190	623	190	306
N. Dakota	148	715	148	348
Ohio	421	2,739	421	1,018
Oklahoma	247	782	247	345
Oregon	93	428	93	155
Pennsylvania	491	3,268	491	1,156
Rhode Island	9	209	9	101
S. Carolina	108	263	108	123
S. Dakota	145	634	145	333
Tennessee	135	475	135	248
Texas	483	1,693	483	731
Utah	43	200	43	101
Vermont	32	232	32	120
Virginia	189	729	189	339
Washington	142	808	142	309
W. Virginia	96	674	96	321
Wisconsin	331	2,163	331	857
Wyoming	35	237	35	116
Total	8,610	43,978	8,610	18,592

Proportion of Cars and Trucks in Each State

	Cars	Trucks
Ala.	86.0	14.0
Ariz.	88.6	11.4
Ark.	83.0	17.0
Cal.	88.4	11.6
Col.	90.3	9.7
Conn.	84.7	15.3
Del.	82.0	18.0
D.C.	89.9	10.1
Fla.	83.1	16.9
Ga.	86.5	13.5
Ida.	88.4	11.6
Ill.	87.4	12.6
Ind.	86.5	13.5
Iowa	91.4	8.6
Kan.	87.4	12.6
Ken.	89.6	10.4
La.	83.7	16.3
Me.	82.0	18.0
Md.	96.7	3.3
Mass.	88.7	11.3
Mich.	87.4	13.6
Minn.	86.0	14.0
Miss.	87.0	13.0
Mo.	88.8	11.2
Mont.	82.0	18.0
Neb.	90.0	10.0
Nev.	81.8	18.2
N.H.	81.5	18.5
N.J.	83.3	16.7
N.M.	96.8	3.2
N.Y.	82.5	17.5
N.C.	88.8	11.2
N.D.	86.2	13.8
Ohio	88.5	11.5
Okla.	89.6	9.4
Ore.	90.6	8.4
Pa.	86.0	14.0
R.I.	83.5	16.5
S.C.	88.6	11.4
S.D.	88.8	11.2
Tenn.	90.5	9.5
Tex.	86.2	13.8
Utah	84.5	15.5
Vt.	90.6	9.4
Va.	84.0	16.0
Wash.	85.9	14.1
W.Va.	85.5	14.5
Wis.	86.7	13.3
Wyo.	85.5	14.5
Total	86.9	13.1

MARKETING DATA

Truck Sales by States—1929

(Approximate Figures)

	Sales	% of Total	% of 1928 Total
Alabama	10,800	1.99	1.86
Arizona	3,200	0.59	0.46
Arkansas	8,200	1.51	0.96
California	31,400	5.78	5.05
Colorado	6,500	1.20	1.08
Connecticut	8,100	1.49	1.89
Delaware	1,500	0.28	0.28
Dist. of Col.	2,400	0.44	0.43
Florida	5,600	1.03	0.99
Georgia	7,000	1.29	1.15
Idaho	2,700	0.50	0.50
Illinois	27,700	5.10	5.27
Indiana	14,900	2.74	2.76
Iowa	11,500	2.11	2.51
Kansas	13,200	2.43	1.46
Kentucky	6,000	1.10	1.30
Louisiana	7,600	1.40	0.99
Maine	5,000	0.92	0.90
Maryland	7,300	1.34	1.36
Massachusetts	17,600	3.24	3.50
Michigan	25,800	4.74	4.68
Minnesota	11,700	2.15	2.20
Mississippi	7,200	1.32	0.77
Missouri	16,600	3.05	2.94
Montana	4,500	0.83	1.24
Nebraska	8,400	1.45	1.58
Nevada	1,000	0.18	0.09
N. Hampshire	2,600	0.48	0.46
N. Jersey	18,700	3.45	4.00
N. Mexico	2,200	0.40	0.37
N. York	49,500	9.13	10.23
N. Carolina	10,000	1.84	2.11
N. Dakota	4,300	0.79	1.30
Ohio	28,300	5.22	5.33
Oklahoma	13,400	2.47	2.39
Oregon	6,100	1.12	0.90
Pennsylvania	38,600	7.10	7.15
Rhode Island	3,100	0.57	0.56
S. Carolina	4,900	0.90	0.87
S. Dakota	4,300	0.79	1.08
Tennessee	6,200	1.14	1.11
Texas	33,100	6.11	5.85
Utah	2,700	0.50	0.43
Vermont	2,100	0.39	0.46
Virginia	10,200	1.88	1.73
Washington	8,300	1.53	1.33
W. Virginia	5,400	0.99	1.02
Wisconsin	14,900	2.74	2.82
Wyoming	1,400	0.26	0.31
Total	543,700	100.00	100.00

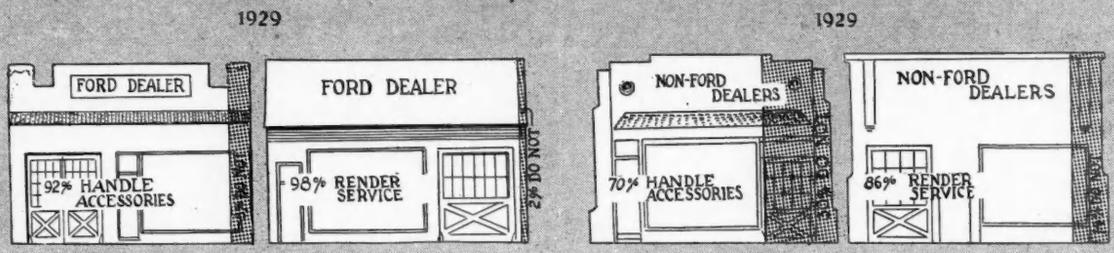
Passenger Car Sales by States—1929

(Approximate Figures)

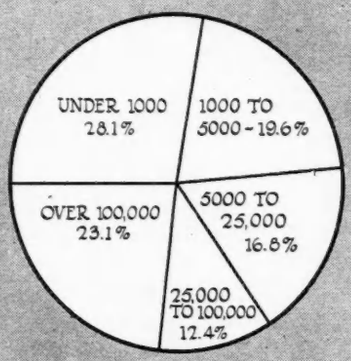
State	Year 1929	Per Cent of Total	Per Cent of 1928 Total
Alabama	54,900	1.37	1.12
Arizona	18,500	.46	.39
Arkansas	36,200	.90	.81
California	264,500	6.59	6.19
Colorado	41,200	1.03	1.03
Connecticut	58,700	1.46	1.48
Delaware	9,200	.23	.22
Dist. of Col.	24.000	.60	.57
Florida	39,600	.99	1.16
Georgia	42,600	1.06	1.07
Idaho	16,500	.41	.40
Illinois	245,000	6.10	5.94
Indiana	124,400	3.11	2.97
Iowa	108,700	2.71	2.80
Kansas	75,800	1.89	1.72
Kentucky	54,500	1.36	1.32
Louisiana	44,900	1.12	1.04
Maine	24,900	.62	.60
Maryland	48,300	1.20	1.17
Massachusetts	140,700	3.51	3.54
Michigan	263,000	6.56	6.44
Minnesota	92,400	2.31	2.18
Mississippi	37,600	.94	.91
Missouri	118,000	2.94	3.04
Montana	22,400	.56	.56
Nebraska	67,000	1.67	1.73
Nevada	4,700	.12	.09
New Hampshire	15,100	.38	.37
New Jersey	126,500	3.15	3.54
New Mexico	11,700	.29	.28
New York	351,000	8.76	9.46
North Carolina.	66,400	1.65	1.84
North Dakota	24,900	.62	.65
Ohio	270,900	6.75	6.86
Oklahoma	94,500	2.35	2.41
Oregon	35,200	.88	.82
Pennsylvania	278,000	6.93	6.96
Rhode Island	22,100	.55	.54
South Carolina	32,400	.81	.77
South Dakota	31,500	.78	.85
Tennessee	58,600	1.46	1.34
Texas	212,100	5.29	5.23
Utah	17,400	.43	.41
Vermont	12,300	.31	.32
Virginia	60,600	1.51	1.55
Washington	55,600	1.39	1.25
West Virginia	40,600	1.01	1.03
Wisconsin	107,400	2.67	2.79
Wyoming	9,000	.22	.24
	4,012,000	100%	100%

MARKETING DATA

Percentage of Dealers Handling Accessories



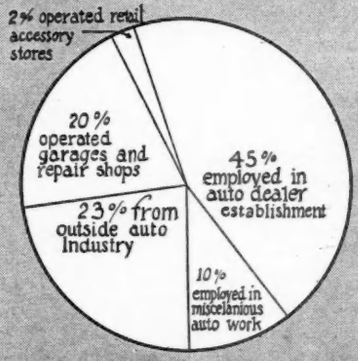
Registrations by Town Sizes



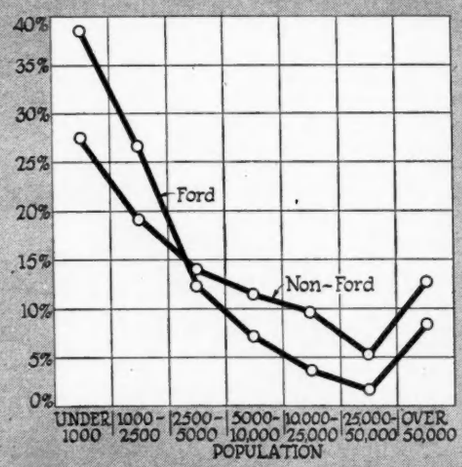
Number of Ford and Non-Ford Dealers

Year	Ford Dealers	Non-Ford Dealers	Total Dealers
1919	7,640	23,230	30,870
1920	7,510	27,110	34,620
1921	7,970	28,740	36,710
1922	8,860	28,040	36,900
1923	9,870	31,380	41,250
1924	10,810	35,310	46,120
1925	9,010	36,020	45,030
1926 (May)	9,210	40,230	49,440
1927 (Dec.)	9,380	41,490	50,870
1927	8,984	40,606	49,590
1928	8,840	42,631	51,471
1929	8,610	43,970	52,580

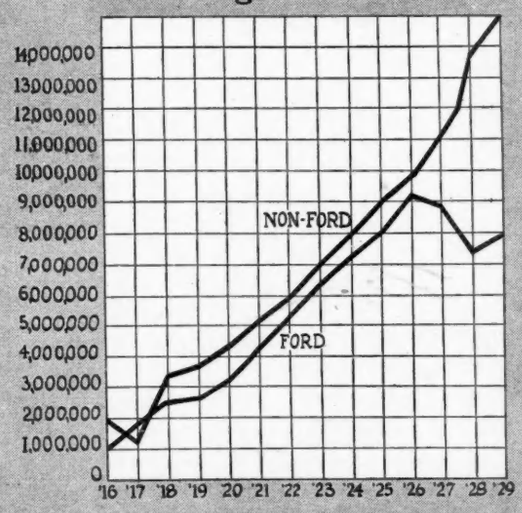
Origins of New Dealers Appointed—1928



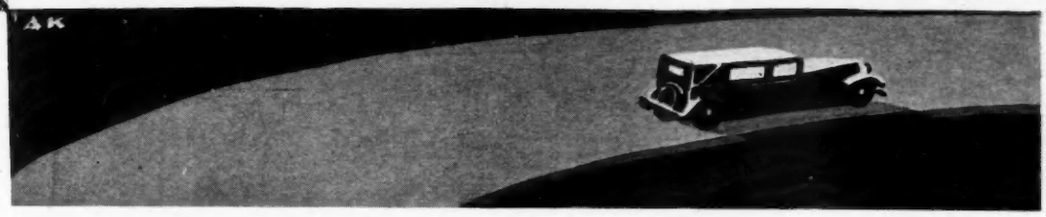
Ford and Non-Ford Dealers by Town Sizes



Ford and Non-Ford Car Registrations



HIGHWAYS

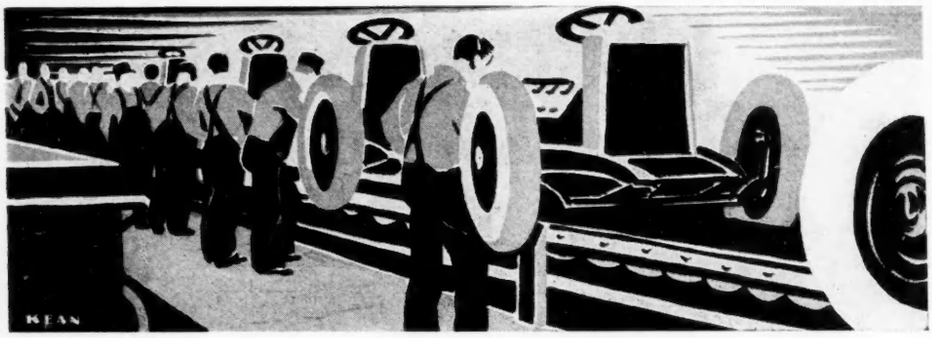


Mileage Statistics—Highways of the World

(Automotive Division, U. S. Department of Commerce)

Continent and Country	Unimproved earth	Earth, Sand Clay, or Gravel, Graded and Drained	Waterbound Macadam	All Others, Including "Not Specified"	Total
WORLD TOTALS					
America	2,764,959	772,871	81,081	108,482	3,727,393
Africa	129,337	121,331	10,088	2,164	262,920
Asia	578,888	319,991	106,812	8,323	1,014,014
Europe	58,098	1,178,337	370,858	843,146	2,450,439
Oceania	267,011	584	29,806	53,462	350,863
Grand Total	3,798,293	2,393,114	598,645	1,015,577	7,805,629
AMERICA					
Alaska		1,902			1,902
Argentina	42,000	23,641	311	113	66,065
Bolivia	822	2,732	30		3,584
Brazil	57,143	12,663	501	65	70,372
British Guiana		325			325
British Honduras		40	25		65
British West Indies	743	1,307	5,138	326	7,514
Canada	157,564	216,688	4,269	3,456	381,977
Chile	20,577	3,400	304	38	24,319
Colombia		36,363	917	2	37,282
Costa Rica	2,014		124	37	2,175
Cuba		52	1,093	550	1,695
Dominican Republic	1,500		624	62	2,186
Ecuador		533		9	542
French Guiana		135	57		192
French West Indies		78	505		583
Guatemala		1,400	31		1,431
Haiti		932		3	935
Honduras	248		113		361
Mexico	61,062	744		331	62,137
Netherland West Indies		173			173
Newfoundland		610	10		620
Nicaragua	484	350			834
Panama (including Canal Zone)		145	194	6	345
Paraguay	2,648	1,033	3		3,684
Peru	6,000	4,563	1,119	70	11,752
Porto Rico		1,080	710	597	2,387
Salvador	637	625	25	19	1,306
United States	2,390,144	458,982	64,596	102,559	3,016,281
Uruguay	20,317	1,275	382	69	22,043
Venezuela	1,056	985		170	2,211
Virgin Islands		115			115
Total	2,764,959	772,871	81,081	108,482	3,727,393
AFRICA					
Algeria	12,139	8,713	17	702	21,571
Anglo Egyptian Sudan		225			225
Angola		15,170			15,170
Belgian Congo		8,886			8,886
British East Africa	16,529	21,578	218		38,325
British Somaliland		834			834
British West Africa	19,594		93	411	20,098
Canary Islands			242	36	278
Cyrenaica	419	818	250		1,487
Egypt		3,259	87		3,346
Eritrea		958	250		1,208
Ethiopia	1,000	1,000			2,000
French Equatorial Africa		10,505			10,505
French West Africa	11,660	3,246		6	14,912
Italian Somaliland	3,383	1,895			5,278
Liberia		234			234
Madagascar	1,150	938	1,622		3,710
Madeira	391	100			491
Mauritius			574	60	634
Morocco		562	2,830	522	3,914
Mozambique		5,809			5,809
Portuguese Guinea		1,740			1,740
Seychelles		45			45
South Africa (not including Union)	435	8,071			8,506
South Africa, Union of	58,899	25,986	510	203	85,598
Spanish Guinea	10				10
Tripolitania		729	232	34	1,025
Tunisia	3,728		3,163	190	7,081
Total	129,337	121,331	10,088	2,164	262,920

Continent and Country	Unimproved earth	Earth, Sand Clay, or Gravel, Graded and Drained	Waterbound Macadam	All Others, Including "Not Specified"	Total
ASIA					
Afghanistan	704	296			1,000
Arabia	1,025	30			1,055
British Malaya	2,062	433	2,848	1,448	6,791
Ceylon	8,601	2,401	3,510	1,399	15,911
China		17,336	410		17,746
Chosen		10,757		10	10,767
French Indo-China		11,333	8,424	265	20,022
India	43,020	174,310	66,176		283,506
Iraq	4,434	316	43	7	4,800
Japan	501,325	73,969		31	575,325
Macao		9			9
Netherland East Indies		11,100	20,040	5,035	36,175
Palestine	833		403	20	1,256
Persia		5,717	1,392		7,109
Philippine Islands		6,278	1,051	44	7,373
Siam		654			654
Syria		2,756	2,195	64	5,015
Turkey	16,884	2,296	320		19,500
Total	578,888	319,991	106,812	8,323	1,014,014
EUROPE					
Aegean Islands				626	626
Albania		1,566			1,566
Austria		625	20,627		21,252
Azores		410	420	10	840
Belgium		12,427	1,840	2,573	16,840
Bulgaria			9,168	5	9,173
Cyprus		2,039	881		2,920
Czechoslovakia			44,155	597	44,752
Danzig		2	260	230	492
Denmark		27,917	2,448	1,698	32,063
Estonia		14,016	173	235	14,424
Finland		28,307	28	28	28,363
France		380,173	22,369	2,486	405,028
Germany				216,672	216,672
Gibraltar			1	14	15
Greece		6,791	31	44	6,866
Hungary	20,800	6,159	11,058	186	38,203
Iceland		1,243			1,243
Irish Free State			43,115	3,256	46,371
Italy		21,296	85,858	8,873	116,027
Latvia	12,805	9,825	434	100	23,164
Lithuania	18,641	7,736		746	27,123
Luxemburg		300	2,178	67	2,545
Malta and Gozo			323	5	328
Netherlands				15,534	15,534
Nothern Ireland			11,139	1,853	12,992
Norway		22,582		43	22,625
Poland		108,727	30,897	7	139,631
Portugal			11,495	404	11,899
Rumania	5,852	23,417	36,660		65,929
Russia		415,160	15,105	346,447	7676,721
Spain			2,297	51,817	54,114
Sweden		80,136	497	145	80,778
Switzerland				9,321	9,321
United Kingdom				179,095	179,095
Yugoslavia		7,483	17,401	29	24,913
Total	58,098	1,178,337	370,858	843,146	2,450,439
AUSTRALASIA AND OCEANIA					
Australia	250,000			50,000	300,000
British Pacific Islands		115	35		150
Fiji	98	248		95	441
French Oceania	56		124		180
Guam		66			66
Hawaii				1,700	1,700
New Zealand	16,857		29,647	1,642	48,146
Samoa		30			30
Western Samoa		125		25	150
Total	267,011	584	29,806	53,462	350,863



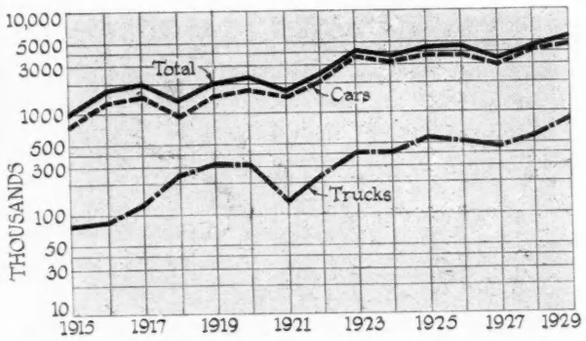
PRO

Summary of 1929 Production Totals

Passenger Cars—	
United States	4,586,020
Canada	207,498
Commercial Cars —	
United States	754,752
Canada	55,796
Buses	9,200
Taxicabs	17,589
Motorcycles	40,000
Tractors	210,000
Tires	74,700,000
Aircraft—	
Commercial	5,357
Military	677
Foreign Assemblies	200,000

Production of Cars and Trucks

(U. S. and Canada)



European Production Totals

(Automotive Division, Bureau of Foreign and Domestic Commerce)

Year	Motor Vehicles
1924	334,500
1925	460,678
1926	529,343
1927	578,201
1928*	589,900
1929*	586,000

These figures do not include American cars assembled in European plants.

* The American Automobile.

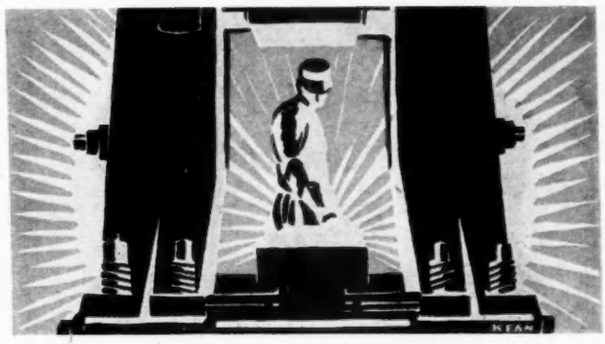
Passenger Car Production

(United States and Canada)

Year	Number*	Value, Wholesale
1913	461,500	$399,902,000
1914	543,679	413,859,379
1915	895,930	565,978,950
1916	1,525,578	921,378,000
1917	1,745,792	1,053,505,781
1918	943,436	801,937,925
1919	1,657,652	1,461,785,925
1920	1,905,560	1,809,170,963
1921	1,529,165	1,095,883,000
1922	2,397,827	1,571,659,041
1923	3,780,358	2,282,953,822
1924	3,327,770	2,049,101,671
1925	3,908,304	2,555,419,483
1926	3,984,218	2,758,446,322
1927	3,092,783	2,269,056,222
1928	4,024,590	2,708,954,674
1929	4,811,107*	2,921,000,000

* Includes passenger car chassis which go into use as commercial vehicles. In 1929 this number was approximately 80,000.

DUCTION



Number and Per Cent of Truck Production by Capacities

(United States and Canada)

(Based on N.A.C.C. Data)

	1926		1927		1928		1929	
	Number	%	Number	%	Number	%	Number	%
¾ ton and less	63,100	12.1	78,000	16.0	79,500	13.8	82,300	10.2
1 ton—less than 1½	349,000	66.9	319,900	65.7	317,600	55.1	367,400	45.5
1½ ton—less than 2	45,900	8.8	28,700	5.9	113,500	19.7	289,200	35.6
2 ton—less than 2½	19,300	3.7	27,700	5.7	31,100	5.4	26,200	3.2
2½ ton—less than 3½	17,700	3.4	16,600	3.4	20,300	3.5	28,800	3.5
3½ ton—less than 5	7,800	1.5	4,400	0.9	4,600	0.8	6,400	0.8
5 ton and over	8,900	1.7	3,900	0.8	4,100	0.7	3,600	0.4
Miscellaneous and Special	9,900	1.9	7,800	1.6	5,800	1.0	6,500	0.8
Total	521,600	100.0	487,000	100.0	576,500	100.0	810,500	100.0

Ratio of U. S. Exports to Production

Per Cent Exported

	1923	1924	1925	1926	1927	1928	1929
Passenger Cars	3.4	4.6	6.4	6.2	9.5	9.6	7.4
Motor Trucks	6.6	7.1	11.8	13.6	23.6	26.1	26.1

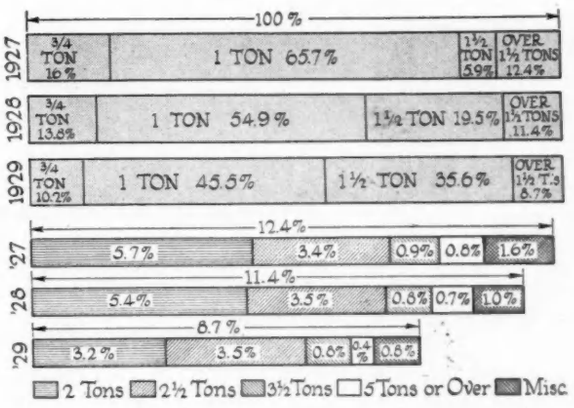
Motor Truck Production

(United States and Canada)

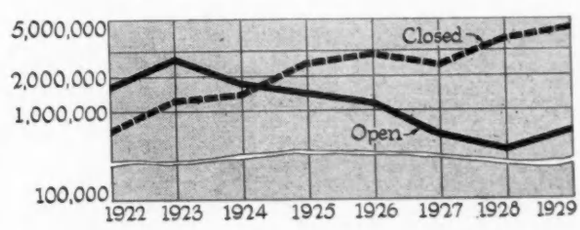
Year	Number*	Value, Wholesale
1912	22,000	$21,000,000
1913	23,500	44,000,000
1914	25,375	45,098,464
1915	74,000	125,800,000
1916	92,130	161,000,000
1917	128,157	220,982,668
1918	227,250	434,163,992
1919	275,943	423,326,621
1920	321,789	423,249,410
1921	153,200	165,783,550
1922	248,402	221,453,667
1923	400,092	309,079,606
1924	410,016	318,311,344
1925	518,915	459,744,079
1926	521,643	456,371,169
1927	486,970	431,649,521
1928	576,540	453,844,206
1929	810,548*	534,000,000

*Does not include passenger car chassis which go into use as commercial vehicles. In 1929 this number was approximately 80,000.

Truck Output by Capacities



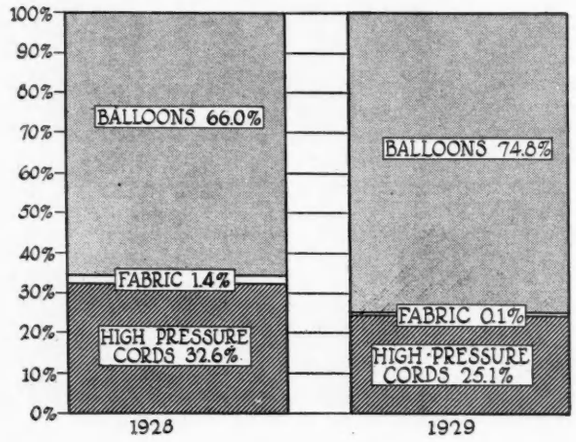
Open and Closed Car Output



Closed and open car production resumed an upward trend, that of open cars reversing the decline which started in 1923

PRODUCTION

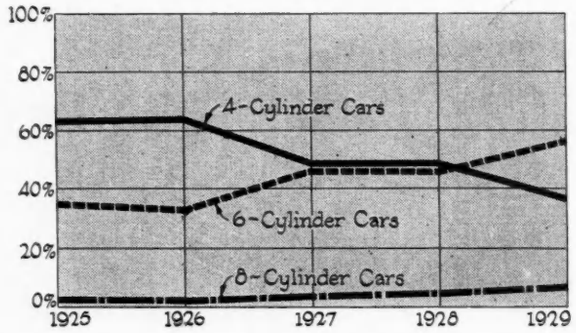
Tire Output by Types



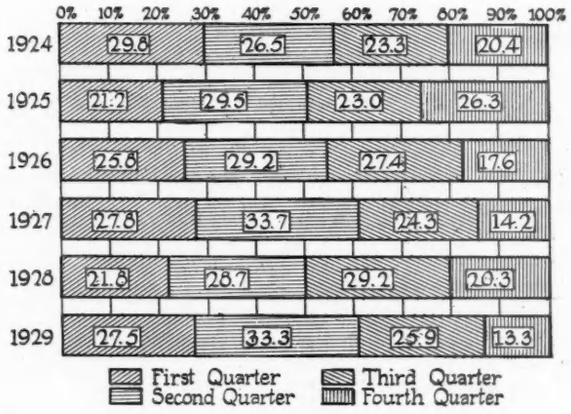
Open and Closed Car Production

Year	Open	Closed	% Closed
1920	1,582,000	324,000	17.0
1921	1,191,000	338,000	22.1
1922	1,679,000	719,000	30.0
1923	2,528,000	1,252,000	34.0
1924	1,896,000	1,432,000	43.0
1925	1,699,000	2,209,000	56.5
1926	1,117,000	2,867,000	72.0
1927	532,000	2,561,000	82.8
1928	460,000	3,565,000	88.5
1929	625,000	4,186,000	87.0

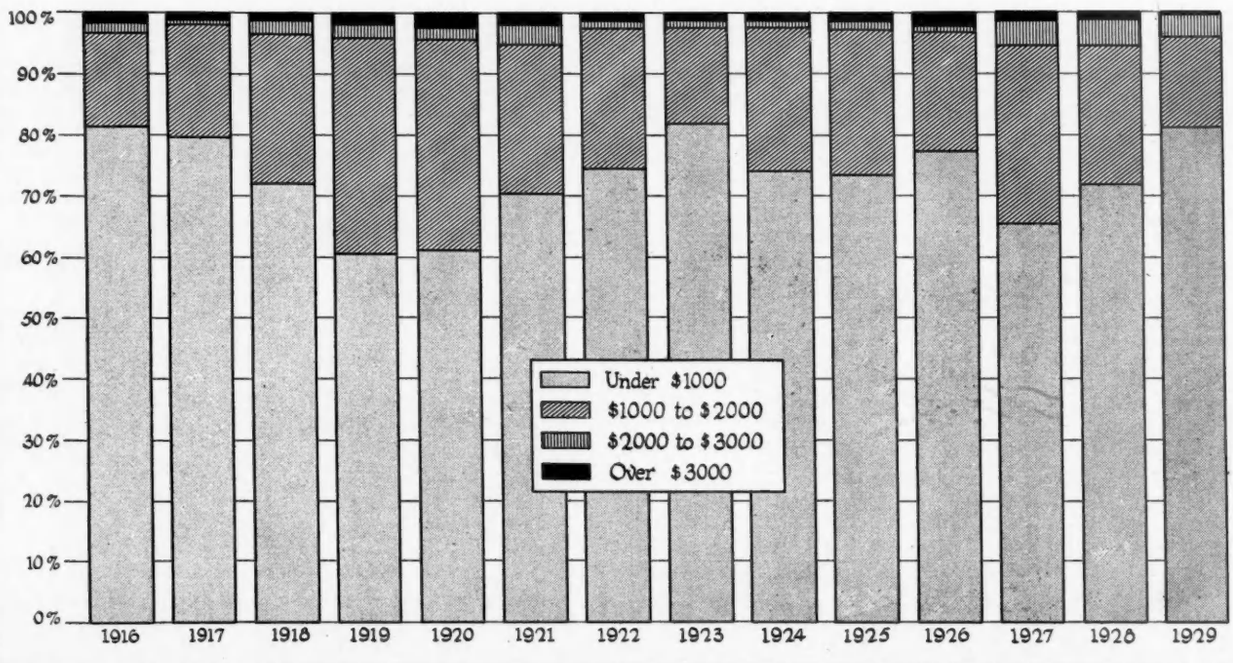
Car Output by Cylinders



Production by Quarters



Production of Cars by Retail Price Classes



PRODUCTION

Foreign Assembly Sales

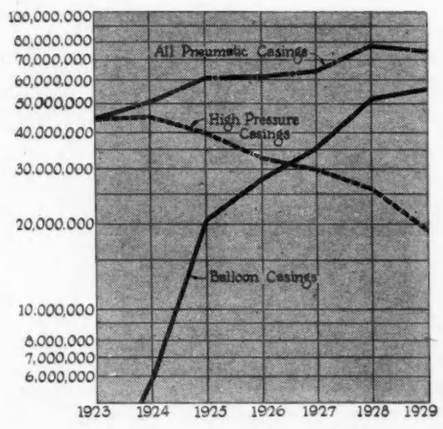
Year	No. of Foreign Assembly Plants	U. S. Foreign Assembly Sales
1922	..	45,444
1923	7	75,985
1924	10	116,148
1925	17	152,262
1926	26	145,774
1927	33	192,981
1928	40	229,743
1929	68	354,850

Sales figures include shipments of cars and trucks assembled from parts exported from the United States or Canada as reported to Automotive Division of the Department of Commerce without regard as to whether or not they have been declared on export as complete vehicles

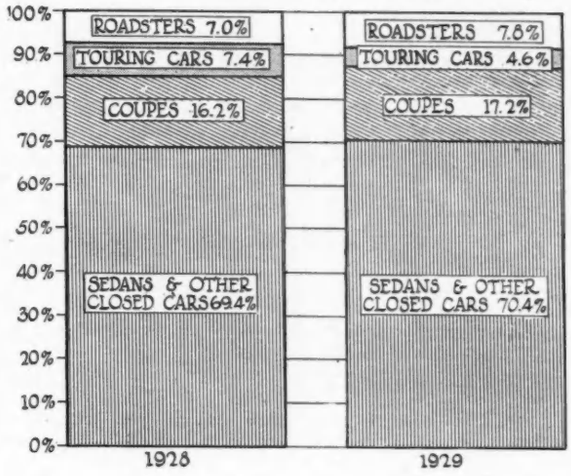
Tire and Rubber Data

	1926	1927	1928	1929
Crude rubber consumption for casings, solid tires and tubes — millions of pounds	691	687	800	805
Cotton fabric consumption for tires—millions of pounds	221	237	296	281
Total pneumatic tire production—hundred thousands	615	644	779	747
Solid and cushion tire production—thousands	750	744	684	553
Inner tube production—hundred thousands	766	708	803	746

Total Tire Production



Car Output by Models

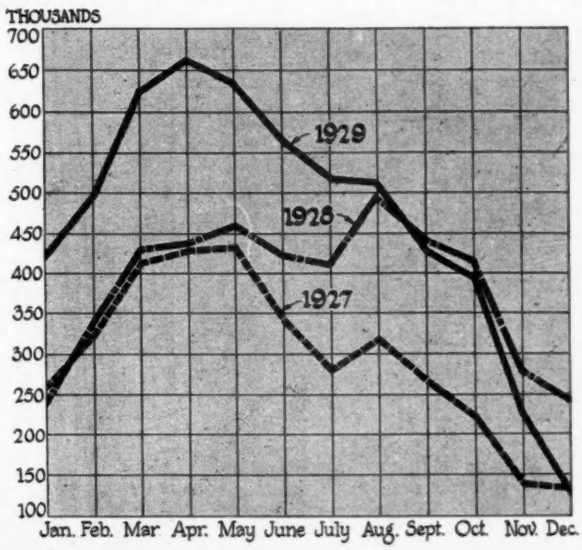


Production of Closed Cars

(Percentage of Closed Cars to Total Production in Each Price Class)

Year	Under $1,000	$1,000-$2,000	$2,000-$3,000	Over $3,000
1920	19.1	12.0	22.0	22.3
1921	21.5	18.5	36.8	44.0
1922	24.3	39.6	80.4	78.7
1923	32.4	35.8	82.8	90.3
1924	32.3	71.6	77.7	91.4
1925	49.8	73.8	80.0	82.5
1926	68.0	84.5	84.4	75.0
1927	84.0	77.7	78.3	81.7
1928	78.9	92.8	95.5	87.4
1929	85.5	97.0	92.0	95.5

Monthly Output of Cars and Trucks



PRODUCTION

Number and Percentage of Passenger Car Production by Price Classes

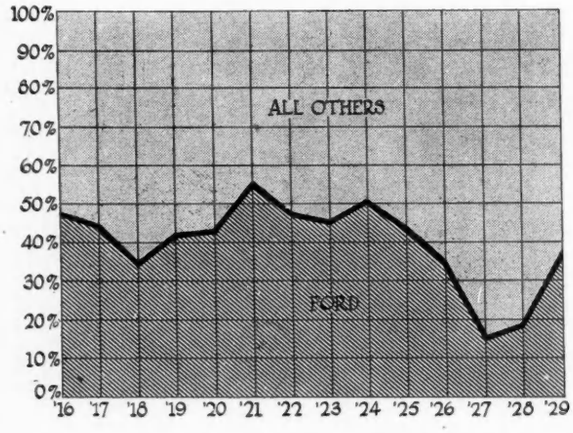
Year	Under $1,000		$1,000-$2,000		$2,000-$3,000		Over $3,000	
	No.	%	No.	%	No.	%	No.	%
1913	289,400	62.7	131,500	28.5	23,100	5.0	17,500	3.8
1914	339,800	62.5	160,400	29.5	29,900	5.5	13,600	2.5
1915	591,900	72.3	199,700	24.4	18,000	2.2	9,000	1.1
1916	1,240,300	81.3	236,500	15.5	36,600	2.4	12,200	0.8
1917	1,389,200	79.8	304,600	17.5	26,100	1.5	20,900	1.2
1918	663,300	71.6	224,200	24.2	31,500	3.4	7,400	0.8
1919	976,400	58.9	578,500	34.9	69,600	4.2	33,200	2.0
1920	1,118,600	59.4	619,600	32.9	81,000	4.3	64,000	3.4
1921	1,044,700	69.0	352,800	23.3	81,700	5.4	34,800	2.3
1922	1,774,400	74.0	522,700	21.8	59,900	2.5	40,800	1.7
1923	3,068,300	81.6	617,300	16.4	45,200	1.2	30,200	0.8
1924	2,434,800	73.3	800,200	24.1	42,900	1.3	42,900	1.3
1925	2,853,700	73.2	913,600	23.4	70,300	1.8	62,400	1.6
1926	3,059,500	77.0	778,500	19.6	63,600	1.6	71,600	1.8
1927	2,005,700	65.0	907,200	29.4	138,900	4.5	33,900	1.1
1928	2,932,800	72.9	918,100	22.8	133,300	3.3	39,200	1.0
1929	3,920,000	81.5	733,900	15.3	130,900	2.7	26,300	0.5

World Car and Truck Production Where Segregated

(Automotive Division, Bureau of Foreign and Domestic Commerce)

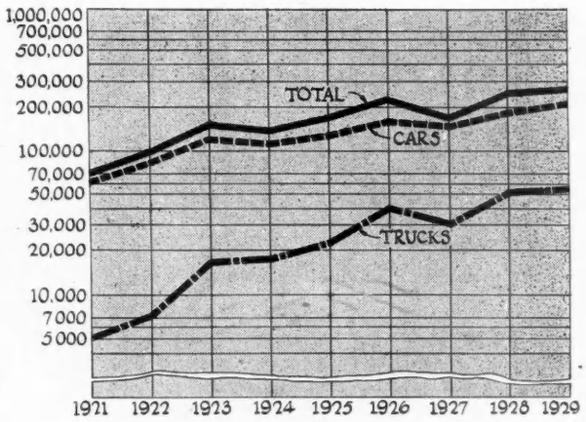
	1927*			1928*			1929		
	Cars	Trucks	Total	Cars	Trucks	Total	Cars	Trucks	Total
Austria	6,100	2,600	8,700	8,100	3,400	11,500	6,050	3,250	9,300
Belgium	5,500	1,000	6,500	7,600	1,400	9,000	6,500	1,200	7,700
Czechoslovakia	8,350	1,850	10,200	12,600	2,800	15,400	12,900	2,700	15,600
Denmark	40	150	190	50	150	200	45	75	120
England	161,920	70,000	231,920	179,200	53,000	232,200	178,000	54,000	232,000
France	....	....	190,000	....	....	200,000	110,000	65,000	175,000
Germany	60,000	12,000	72,000	108,000	42,200	150,200	46,500	24,000	70,500
Hungary	167	115	282	500	400	900	420	250	670
Italy	51,473	3,086	54,559	44,400	2,600	47,000	51,400	16,500	67,900
Poland	....	....	....	....	....	....	100	570	670
Russia	....	510	510	....	....	2,100	....	....	2,000
Spain	275	310	585	300	400	700	150	250	400
Sweden	800	450	1,250	1,300	700	2,000	650	1,200	1,850
Switzerland	245	1,340	1,585	300	1,300	1,600	175	1,100	1,275

Ratio of Ford to Total Passenger Car Output



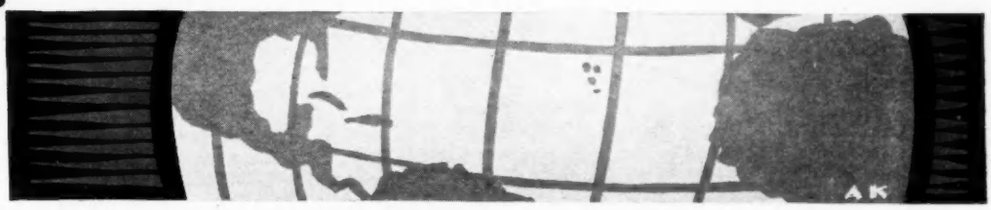
During 1929 the upward trend in Ford production, in proportion to the total output of passenger cars, continued

Canadian Production



Canadian production followed the United States upward, but truck output tapered off somewhat from the active leadership established in 1928

1929 REGISTRATION



Summary Table of World Registrations of Motor Vehicles

	Total Cars Trucks and Buses	*Cars	*Trucks	*Buses	Motorcycles
Americas (Except U. S.)	2,049,518	1,666,173	354,339	23,444	20,398
United States	26,634,210	23,146,279	3,397,276	90,655	116,038
Europe	4,649,793	3,285,577	1,195,995	128,876	2,157,718
Oceania	788,773	639,588	148,022	1,263	138,024
Asia	509,256	373,740	126,508	8,008	74,485
Africa	319,365	251,251	61,523	2,550	60,038
Total	34,950,915	29,362,608	5,283,663	254,796	2,566,701

* Where segregated.

Africa

	Automobiles	*Cars	*Trucks	*Buses	Motorcycles
Algeria	44,910	37,500	6,300	1,110	2,650
Angola	2,000	950	1,050	....	1,500
Belgian Congo	4,850	2,400	2,450	....	4,700
Brit. East Africa	14,700	9,100	5,600	....	....
Brit. West Africa	15,048	5,353	9,695	....	2,857
Egypt	26,385	22,013	4,372	....	3,500
Ethiopia	568	502	66	....	50
French W. Africa	6,408	2,520	3,888	....	504
Liberia	300	....	....	....	....
Madeira	790	640	150	....	10
Madagascar	2,200	1,650	450	100	1,300
Mauritius	3,300	2,650	650	....	250
Morocco	22,648	16,195	6,453	....	2,407
Nyasaland Protectorate	1,000	525	475	....	....
Port. East Africa	1,500	....	....	....	300
Reunion Island	1,030	875	150	5	125
Rhodesia	10,550	9,000	1,550	....	2,200
Seychelles Islands	14	14	....	....	30
Somalilands and Eritrea	1,462	849	613	....	....
Southwest Africa	3,400	2,500	900	....	....
Spanish Morocco	1,500	....	....	....	....
Sudan	2,176	1,018	1,158	....	....
Tangier	525	325	200	....	35
Tripolitania	732	....	....	....	....
Tunisia	9,695	8,670	890	135	1,120
Union of South Africa	141,674	126,002	14,472	1,200	36,500
Total, 1930	319,365	251,251	61,532	2,550	60,038

* Where segregated.

The data upon which these tables have been based and which make them a very accurate approximation of motor vehicle registrations throughout the world have been obtained through the wholehearted cooperation of a great number of individuals and agencies. While proper acknowledgment of our debt cannot be made here to all we wish especially to thank The American Automobile (Overseas Edition); the Bureau of Foreign and Domestic Commerce and its representatives, and, particularly, the Automotive Division of the Bureau; American consuls and consular officers in many cities; factory representatives abroad, motor trade associations and automobile clubs and many other governmental, municipal and private individuals and organizations.

North and South America

	Automobiles	*Cars	*Trucks	*Buses	Motorcycles
Alaska	2,500	1,731	769	....	....
Argentina	358,625	296,990	58,935	2,700	2,766
Bahamas	1,250	900	350	....	20
Barbados	1,540	1,225	180	135	110
Bermuda	20	1	20	....	....
Bolivia	2,705	1,700	910	95	400
Brazil	188,349	124,424	63,925	....	1,630
British Guiana	2,912	....	....	....	550
British Honduras	225	160	65	....	....
Canada	1,169,445	1,012,298	146,450	1,783	8,924
Chile	35,000	21,000	14,000	....	400
Colombia	16,000	10,000	6,000	....	....
Costa Rica	2,281	1,651	480	150	125
Cuba	48,544	32,519	14,251	11,774	472
Dominica	36	32	4	....	10
Dominican Republic	4,261	3,165	1,032	64	....
Dutch Guiana	195	170	25	....	90
Dutch West Indies	2,000	....	....	....	....
Ecuador	2,150	1,550	600	....	50
French Guiana	100	65	35	....	10
Grenada	397	308	40	49	60
Guadeloupe	1,347	1,113	108	126	140
Guatemala	3,097	2,263	834	....	210
Haiti	2,808	2,101	460	247	31
Honduras	1,050	675	375	....	40
Jamaica	7,600	5,600	2,000	....	92
Martinique	1,650	1,375	275	....	100
Mexico	80,653	60,990	14,664	4,999	700
Newfoundland	2,410	2,141	260	9	93
Nicaragua	1,052	900	150	2	105
Other West Indies	650	....	....	....	25
Panama	8,316	6,000	2,316	....	400
Paraguay	2,000	1,200	800	....	18
Peru	13,600	8,200	6,400	....	175
Porto Rico	12,491	9,249	2,767	430	150
Salvador	2,175	1,875	300	....	90
St. Lucia	163	125	28	10	20
St. Pierre and Miquelon	75	44	30	....	3
Trinidad and Tobago	5.900	4,500	1,400	....	900
United States	26,634,210	23,146,279	3,397,276	90,655	116,038
Uruguay	43,825	35,968	6,986	871	739
Venezuela	17,500	11,500	6,000	....	750
Virgin Islands	580	465	115	....	....
Total	28,683,728	24,812,452	3,751,615	114,099	136,436
Total, less U. S.	2,049,518	1,666,173	354,339	23,444	20,398

* Where segregated.

WORLD REGISTRATIONS

Europe

	Automobiles	Cars*	Trucks*	Buses*	Motor-cycles
Albania	400	700	....	....	....
Austria	34,500	19,700	14,800	....	43,000
Azores	534	469	30	35	38
Belgium	140,328	78,950	40,444	934	43,500
Bulgaria	3,300	2,197	807	....	420
Czechoslovakia	65,800	49,500	14,500	1,600	4,500
Danzig Free State	2,384	1,564	760	60	1,436
Esthonia	2,705	1,700	1,005	....	480
Denmark	103,249	79,126	23,003	1,120	20,625
Faroe Islands	52	15	25	12	....
Finland	37,065	24,850	10,760	1,455	5,750
France	1,265,841	904,253	361,588	....	321,914
Germany	609,030	458,060	150,970	....	665,145
Gibraltar	700	529	91	41	65
Great Britain	1,370,711	951,355	318,256	100,500	690,000
Greece	17,000	....	....	....	1,250
Holland	98,428	61,928	36,500	....	32,500
Hungary	19,236	14,220	4,336	680	10,600
Iceland	1,063	412	636	17	86
Irish Free State	37,404	29,435	7,264	705	7,591
Italy	230,509	173,242	49,339	7,928	78,772
Latvia	3,014	1,700	1,035	279	1,208
Lithuania	1,929	1,254	405	270	553
Luxemburg	8,181	5,973	2,099	109	1,890
Malta	1,990	1,400	200	390	300
Monaco	1,567	1,419	92	56	56
North Ireland	25,013	16,886	6,120	2,007	6,324
Norway	40,650	26,000	13,000	1,650	5,950
Poland	38,319	25,621	7,280	4,418	6,276
Portugal	29,149	19,958	9,191	....	1,750
Rumania	31,922	24,000	6,350	1,200	2,100
Spain	178,176	129,668	48,508	....	37,500
Sweden	144,519	104,368	40,151	....	60,000
Switzerland	70,650	57,700	12,950	....	44,750
U. S. S. Russia	24,010	10,000	11,500	2,500	8,500
Yugoslavia	10,675	8,125	2,000	550	3,100
Total, 1930	4,649,793	3,285,577	1,195,995	128,876	2,157,718

* Where segregated.

Asia

	Automobiles	Cars	Trucks*	Buses*	Motor-cycles
Afghanistan	200	100	100	....	....
Arabia	742	504	238	....	....
British Malaya	37,482	30,549	6,933	....	1,779
British North Borneo	80	60	20	....	10
Ceylon	19,645	14,227	2,777	2,641	3,389
China	30,233	20,151	6,858	3,224	1,500
Cyprus	1,304	843	461	....	....
French Indo-China	20,757	†18,776	....	1,981	....
Hong Kong	2,356	1,696	498	162	460
India	164,275	125,922	38,353	....	26,797
Iraq	2,911	2,298	613	....	....
Japanese Empire	90,465	56,545	33,920	....	26,600
Netherlands East Indies	70,883	55,726	15,157	....	1,110
Palestine	2,523	1,829	694	....	300
Persia	7,728	4,754	1,974	....	750
Philippine Islands	32,000	21,926	10,074	....	800
Siam	7,550	4,300	3,250	....	650
Syria	9,048	7,466	1,582	....	200
Turkestan and Transcaucasia	74	68	6	....	....
Turkey	9,000	6,000	3,000	....	....
Total, 1930	509,256	373,740	126,508	8,008	74,485

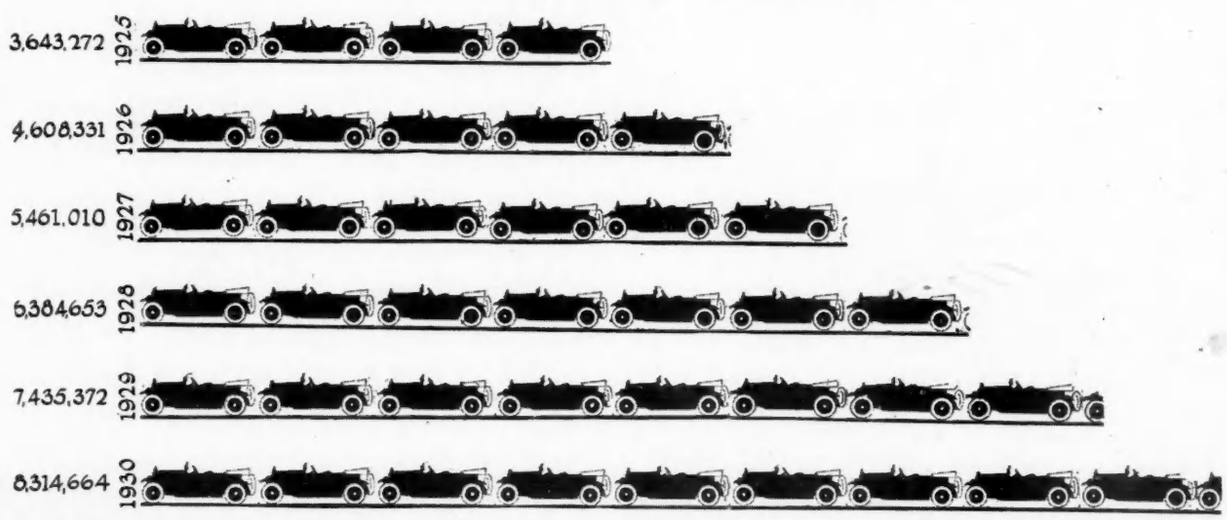
* Where segregated.
† Includes trucks.

Oceania

	Auto-mobiles	Cars	Trucks	Buses*	Motor-cycles
Australia	570,000	460,000	110,000	....	100,000
Cook Islands	114	62	52	....	30
Fiji Islands	1,088	876	312	....	150
French Oceania	466	406	60	....	40
Hawaii	42,500	34,000	8,500	....	425
Samoa	340	200	140	....	12
New Zealand	173,815	143,844	28,708	1,263	37,355
Other Oceania	450	200	250	....	12
Total, 1930	788,773	639,588	148,022	1,263	138,024

* Where segregated.

Growth of Registrations Outside of U. S.



UNITED STATES REGISTRATIONS

Registrations Gain 8.7 Per Cent

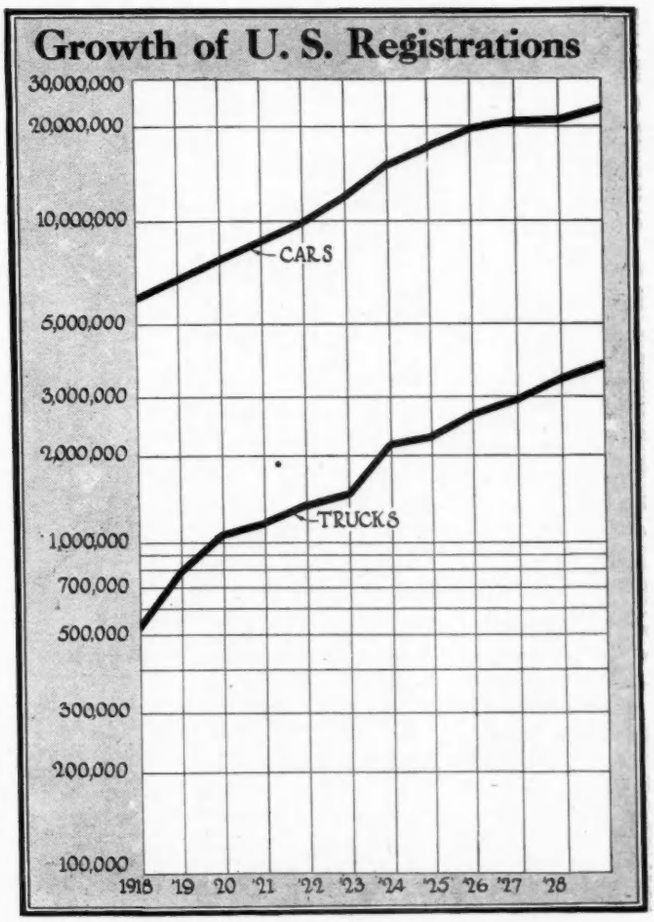
Amount collected in fees increased in proportion, indicating that there has been little change in tax.

REGISTRATIONS of passenger cars, trucks and buses in the United States totaled 26,634,210 as of Dec. 31, 1929. Motorcycle registrations were 116,038 as of the same date. The motor vehicle total, excepting motorcycles, was made up of 23,146,279 passenger cars; 3,397,276 trucks, and 90,655 buses. The bus figure is not complete, as only 25 states reported bus registrations separately, and several of these states included taxicabs in their reports.

Although motor vehicle registrations have been increasing at a diminishing rate since 1923, the rate increased from a 5.4 per cent increment in 1928 over 1927 to an 8.7 per cent increment over 1928 in 1929.

Motorcycle registrations were slightly below the 1928 figure, when 117,165 motorcycles were registered in the United States. European countries showed an increase during the same period of 16.5 per cent in the number of motorcycles registered. In the United States, where the price of fuel and taxation on motor vehicles is less of a factor than in most European countries, small cars are more and more taking the place of motorcycles, although motorcycles with package sidecars are used quite extensively as commercial vehicles.

Revenue from gasoline taxes has for the first time passed the amount collected for motor vehicle registration fees. In 1929 reports from all states show that a sum of $428,970,854 was collected from gasoline taxes, while a total of $346,988,958 was collected through motor vehicle registration fees in the United States. The revenue collected from gasoline taxes shows a great increase over the amount collected last year. This is mostly due to the fact that the only three states not having a gasoline tax last year, Illinois, Massachusetts and New York, began taxing gasoline used for motor vehicles during the past year. Several states which had a tax increased it in 1929. Increased registration and increased travel per car have also influenced gasoline tax receipts. The amount collected from registration fees increased over 1928 in proportion to the increase in registration, indicating that there has been little change in these fees.



U. S. Registry Summary

Passenger cars	23,146,279
Trucks	3,397,276
Buses (25 states)	90,655
Total cars, trucks and buses	26,634,210
Motorcycles	116,038
License fees	$346,988,958
Gasoline taxes	428,970,854
Gains During 1929—	
Numerical	2,133,206
Percentage	8.7%
Persons per vehicle	4.5

New York, with 2,278,200 motor vehicles, continues to be the only state with over 2,000,000 registered. California follows closely with 1,974,341 motor vehicles. The other states having more than 1,000,000 are Pennsylvania, Ohio, Illinois, Michigan and Texas.

Reports from Arizona show an increase of 34.6 per cent in number of cars and trucks registered. This is the greatest increase shown by any state, and far above the 8.7 per cent increase for the country. Colorado and Maryland registrations increased over 20 per cent. Only two states, Florida and Oklahoma, show a decrease in registrations.

There is now one car or truck registered for every 4.5 persons in the United States. In 1928 the ratio was one motor vehicle for every 4.9 persons. California has the fewest persons per motor vehicle, there being

(Turn to page 279, please)

UNITED STATES

Motor Vehicle Registrations, 1918 to 1929

	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929
Alabama	46,171	58,898	74,637	82,343	90,052	126,642	157,262	194,580	225,651	243,539	255,850	286,391
Arizona	23,905	28,979	34,559	35,049	38,034	48,741	57,828	68,029	73,574	74,527	91,800	123,326
Arkansas	41,458	49,450	59,082	67,446	86,425	111,946	141,983	183,764	209,419	206,568	214,960	233,033
California	364,800	477,450	568,892	673,830	861,805	1,100,283	1,321,480	1,439,463	1,600,475	1,699,955	1,727,024	1,974,341
Colorado	83,244	104,865	127,549	145,739	162,328	189,356	213,247	240,097	252,787	268,026	245,260	303,489
Connecticut	92,605	109,651	119,134	137,526	154,675	177,931	214,318	248,474	260,911	282,892	315,234	332,880
Delaware	12,955	16,152	18,300	21,413	24,560	29,977	35,136	40,681	44,418	46,707	51,210	54,503
Dist. of Col.	30,490	35,400	39,712	61,745	85,425	103,171	80,720	93,612	129,792	126,136	150,915	175,341
Florida	54,186	55,400	73,914	97,837	115,891	160,000	194,196	260,720	416,930	391,168	358,063	342,358
Georgia	99,800	127,326	144,422	131,942	145,584	173,794	209,300	244,871	274,037	296,567	318,180	358,528
Idaho	32,289	42,220	50,873	51,264	53,874	62,379	69,225	81,484	95,861	103,000	108,931	117,526
Illinois	389,620	478,438	568,759	670,434	786,190	969,331	1,123,724	1,263,177	1,370,503	1,438,985	1,504,359	1,615,088
Indiana	227,160	277,255	332,707	400,342	469,939	353,342	650,219	725,410	772,215	813,496	843,092	883,864
Iowa	278,313	363,857	437,300	460,528	500,148	576,398	620,906	657,567	689,036	706,829	736,666	783,868
Kansas	189,163	227,752	265,396	291,309	327,194	375,594	410,891	457,033	491,276	501,901	536,262	581,223
Kentucky	65,870	90,641	112,685	126,371	154,021	198,347	231,784	260,754	278,337	285,099	305,291	328,838
Louisiana	40,000	51,000	66,000	80,500	102,284	138,500	178,000	207,000	239,500	255,000	277,000	280,868
Maine	40,372	53,425	62,907	77,527	92,539	108,609	127,178	140,134	150,916	164,250	166,621	180,516
Maryland	74,666	95,634	116,341	140,572	165,624	209,938	195,581	230,684	249,056	284,267	234,849	285,443
Massachusetts	193,497	247,183	304,631	360,732	385,231	566,150	572,315	654,338	689,593	696,107	757,720	886,230
Michigan	262,125	325,813	412,717	477,037	578,980	730,658	868,587	990,709	1,118,785	1,156,344	1,248,080	1,397,672
Minnesota	204,458	259,743	309,569	328,700	380,557	448,187	502,987	569,694	624,478	640,102	668,155	720,399
Mississippi	48,400	45,030	63,484	65,139	77,001	104,400	134,547	177,262	210,500	227,103	235,826	255,000
Missouri	188,040	244,363	296,919	346,437	392,969	476,373	544,635	602,900	651,350	678,564	714,437	754,876
Montana	51,037	59,325	60,646	58,785	62,649	73,828	79,695	94,656	103,946	112,756	127,442	140,352
Nebraska	175,409	192,000	223,000	238,704	256,654	286,053	308,713	338,718	367,838	373,912	375,972	414,599
Nevada	8,159	9,305	10,464	10,819	12,647	15,700	18,387	21,185	24,014	25,851	27,134	31,823
New Hampshire	24,817	31,625	34,680	42,039	48,293	59,571	71,929	81,250	89,001	96,000	102,750	109,000
New Jersey	155,519	190,873	227,737	272,994	341,626	430,958	504,190	579,886	650,891	712,402	754,841	827,450
New Mexico	15,000	18,077	22,109	24,703	25,473	31,737	41,750	49,101	54,341	60,000	67,643	77,750
New York	463,758	571,662	669,290	812,031	1,002,293	1,214,642	1,412,879	1,613,141	1,815,437	1,900,866	2,093,792	2,278,200
North Carolina	72,313	109,017	140,860	148,684	182,550	247,612	305,756	351,767	385,763	422,544	486,000	503,590
North Dakota	71,627	82,885	90,840	92,644	99,052	109,244	117,061	144,956	157,822	160,696	173,944	188,046
Ohio	412,775	511,031	615,397	720,632	859,504	1,068,700	1,244,000	1,305,000	1,510,000	1,570,418	1,662,000	1,738,000
Oklahoma	121,500	144,500	204,300	221,300	249,659	307,000	342,982	438,000	510,000	644,450	585,346	575,737
Oregon	63,324	83,332	103,790	118,325	134,299	166,412	192,629	216,324	234,134	246,623	254,415	273,270
Pennsylvania	394,186	482,117	570,164	689,589	829,737	1,064,624	1,228,586	1,317,053	1,463,261	1,568,617	1,642,866	1,774,923
Rhode Island	36,218	44,833	50,375	54,957	66,466	85,480	90,652	102,476	109,145	119,335	126,918	134,846
South Carolina	55,492	70,143	93,843	90,546	95,978	128,656	163,382	170,658	180,967	199,794	216,964	231,274
South Dakota	90,521	104,628	120,395	119,274	125,238	131,720	142,280	168,118	168,230	170,592	191,900	204,199
Tennessee	63,000	80,422	101,852	117,025	135,716	173,365	204,680	248,021	279,639	295,530	325,406	358,400
Texas	251,118	331,310	427,693	467,616	526,238	688,899	834,040	968,406	1,047,202	1,110,986	1,213,224	1,347,588
Utah	32,273	35,236	42,578	47,523	49,156	66,025	69,227	72,490	81,633	78,976	98,541	114,700
Vermont	22,655	26,807	31,625	36,965	43,881	52,776	61,179	69,576	73,871	79,510	86,231	93,020
Virginia	72,228	94,120	134,000	141,000	169,000	219,092	261,643	281,100	320,367	335,275	358,633	390,658
Washington	117,278	148,775	173,920	185,359	220,957	261,224	294,812	332,442	367,093	389,409	408,156	448,280
West Virginia	38,750	50,203	78,862	93,894	112,763	162,191	190,134	217,069	221,001	241,042	251,419	268,333
Wisconsin	196,844	236,981	293,298	341,841	388,044	457,271	525,221	596,373	662,328	698,944	743,815	794,943
Wyoming	16,200	21,371	23,926	26,619	30,637	39,831	43,639	47,712	49,633	52,222	56,867	60,780
Totals	6,105,588	7,596,503	9,206,141	10,505,630	12,299,770	15,312,658	17,605,495	19,857,915	22,046,957	23,253,882	24,501,004	26,634,210

Total Registrations, Gains and Persons Per Motor Vehicle

State	Total	Gains Jan. 1, 1928, to Jan. 1, 1929 Numerical	Gains Jan. 1, 1928, to Jan. 1, 1929 Per Cent	*Persons Per Motor Vehicle
Alabama	286,391	30,541	11.9	9.0
Arizona	123,326	31,526	34.6	3.8
Arkansas	233,033	18,073	8.4	8.3
California	1,974,341	247,317	14.3	2.3
Colorado	303,489	58,229	23.8	3.6
Connecticut	332,880	17,646	5.3	5.2
Delaware	54,503	3,293	6.5	4.5
Dist. Columbia.	175,341	24,426	16.1	3.2
Florida	342,358	—15,705	—4.9	4.1
Georgia	358,528	40,348	12.7	8.9
Idaho	117,526	8,595	7.9	4.6
Illinois	1,615,088	110,729	7.3	4.5
Indiana	883,864	40,772	4.8	3.6
Iowa	783,868	47,202	6.4	3.1
Kansas	581,223	44,961	8.4	3.2
Kentucky	328,838	23,547	7.7	7.8
Louisiana	280,868	3,869	1.4	7.0
Maine	180,516	13,895	8.4	4.4
Maryland	285,443	50,594	21.6	5.7
Massachusetts	886,230	128,510	16.5	4.8
Michigan	1,397,672	149,592	11.9	3.3
Minnesota	720,399	52,244	7.8	3.8
Mississippi	255,000	19,174	8.2	7.0
Missouri	754,076	39,639	5.5	4.7
Montana	140,352	12,910	10.1	3.9
Nebraska	414,599	38,627	10.3	3.4
Nevada	31,823	4,689	17.3	2.4
New Hampshire	109,000	6,250	6.1	4.2
New Jersey	827,450	72,609	9.6	4.6
New Mexico	77,750	10,107	14.9	5.1
New York	2,278,200	184,408	8.7	5.1
North Carolina.	503,590	17,590	3.6	5.8
North Dakota	188,046	14,102	8.1	3.4
Ohio	1,738,000	76,000	4.6	3.9
Oklahoma	575,375	—9,971	—1.7	4.2
Oregon	273,270	18,855	7.4	3.3
Pennsylvania	1,774,923	132,057	8.0	5.5
Rhode Island	134,846	7,928	6.2	5.3
South Carolina.	231,274	14,310	6.6	7.3
South Dakota	204,199	12,299	6.4	3.5
Tennessee	358,400	32,994	10.1	7.0
Texas	1,347,588	134,364	10.9	4.1
Utah	114,700	16,159	16.4	4.6
Vermont	93,030	6,799	7.9	3.8
Virginia	390,658	32,025	8.9	6.6
Washington	448,280	40,124	9.7	3.5
West Virginia.	268,333	16,914	6.7	6.4
Wisconsin	794,943	51,128	6.9	3.7
Wyoming	60,780	3,913	6.9	4.1
Total	26,634,210	2,133,206	8.7	4.5

* Based on latest census estimate of Federal Census Bureau.

REGISTRATIONS

(*Continued from page 277*)

only 2.3 per automobile. In Nevada the ratio is very close to California with 2.4 persons to one car or truck. At the other end of the scale is Alabama with nine persons for every vehicle.

The census of motor vehicles as taken by *Automotive Industries* eliminates, where possible, duplications arising from the registration of one car in several states, and the reregistration from resale of cars already listed. This is not possible in all states, as some do not submit data in such a form that these duplications can be eliminated. The figures in the tables accompanying this article have been corrected to eliminate duplications where sufficient data were received.

Motor Vehicle Registrations by States

(As of December 31, 1929)

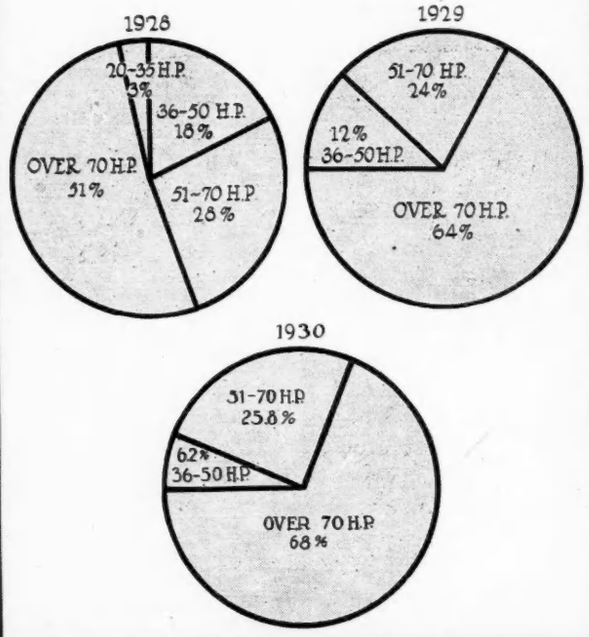
State	Passenger Cars	Trucks	Buses	Total	Motor-cycles	License Fees	Gas Tax
Alabama	246,640	38,500	1,251§	286,391	704	$3,736,380	$7,030,287
Arizona	110,743	12,583	.....	123,326	396	590,294	2,502,198
Arkansas	193,500	39,223	310	233,033	417	3,850,000	6,610,690
California*	1,745,308	229,033	.....	1,974,344	9,622	10,183,145	3,500,000
Colorado	273,950	28,501	1,028	303,489	1,142	1,835,386	5,624,430
Connecticut	281,800	50,200	880	332,880	2,900	5,737,900	3,921,500
Delaware	44,728	9,775	.....	54,503	308	1,023,440	946,797
Dist. of Columbia.	157,639	17,302	400	175,341	1,009	183,540	1,400,399
Florida	284,383	56,094	1,881§	342,358	1,309	5,089,605	11,207,774
Georgia	310,362	48,166	†	358,528	1,141	4,583,984	9,880,011
Idaho	103,838	13,688	.....	117,526	366	1,760,400	2,140,674
Illinois	1,410,913	204,175	††	1,615,088	6,055	17,087,209	10,000,000
Indiana	755,161	127,641	1,062	883,864	2,983	6,240,596	14,693,710
Iowa	715,466	68,402	.....	783,868	1,665	11,919,006	9,987,186
Kansas	507,529	73,694	††	581,223	1,178	5,738,276	8,513,870
Kentucky	294,706	34,132	.....	328,838	729	5,183,644	7,742,563
Louisiana	234,565	46,303	.....	280,868	600	4,456,325	6,734,236
Maine	148,870	31,535	111‡	180,516	1,362	2,992,321	3,841,475
Maryland	276,140	8,703	600	285,443	1,986	3,313,901	6,329,044
Massachusetts	786,000	98,500	1,730	886,230	5,370	6,498,855	10,945,250
Michigan	1,220,848	176,824	††	1,397,672	3,988	21,704,193	23,578,778
Minnesota	620,342	99,696	361	720,399	1,900	10,790,885	9,300,000
Mississippi	224,000	31,000	.....	255,000	100	249,650	6,940,055
Missouri	669,320	84,756	††	754,076	1,875	9,700,000	7,902,000
Montana	115,260	25,092	.....	140,352	2,33	1,549,487	2,807,064
Nebraska	373,086	41,286	227	414,599	950	4,180,162	7,535,333
Nevada	25,219	6,604	.....	31,823	96	295,938	750,037
New Hampshire	89,975	19,025	.....	109,000	1,270	1,733,507	2,315,840
New Jersey	688,334	133,774	5,342	827,450	6,543	14,797,185	9,940,000
New Mexico	75,000	2,750	.....	77,750	180	9,818,276	2,289,767
New York	1,878,300	345,500	54,400§	2,278,200	14,914	39,040,608	17,483,292
North Carolina	447,055	56,535	.....	503,590	1,262	6,893,628	12,006,384
North Dakota	162,092	25,954	.....	188,046	230	1,989,475	2,963,727
Ohio	1,538,000	200,000	††	1,738,000	7,527	12,750,000	34,200,000
Oklahoma	514,729	60,390	256	575,375	1,337	6,634,671	10,558,231
Oregon	247,577	24,656	1,037§	273,270	1,796	7,644,226	4,802,192
Pennsylvania	1,524,799	241,442	8,682	1,774,923	13,670	29,160,691	35,970,388
Rhode Island	112,496	20,489	1,861§	134,846	1,024	2,403,809	1,579,779
South Carolina	205,683	25,591	.....	231,274	451	2,674,379	6,786,481
South Dakota	181,419	22,780	††	204,199	207	3,100,000	3,120,000
Tennessee	324,000	32,300	2,100§	358,400	1,150	4,274,624	9,138,793
Texas	1,160,869	182,438	4,281	1,347,588	4,016	20,418,696	18,373,722
Utah	97,200	17,500	††	114,700	535	837,996	1,959,418
Vermont	84,321	8,559	150	93,030	487	2,339,782	1,743,318
Virginia	328,947	61,093	618	390,658	1,994	5,927,659	10,379,275
Washington	385,033	62,421	826	448,280	2,593	7,139,425	5,330,153
West Virginia	229,011	38,618	704	268,333	1,517	4,532,747	5,031,318
Wisconsin	609,133	105,253	557	794,943	2,851	11,755,852	7,846,854
Wyoming	51,980	8,800	†	60,780	92	647,200	1,296,299
Total	**23,146,379**	**3,397,276**	**90,655**	**26,634,210**	**116,038**	**$346,988,958**	**$428,970,854**

§ Includes taxis
† Included with passenger cars
†† Included with trucks
‡ Jitneys only

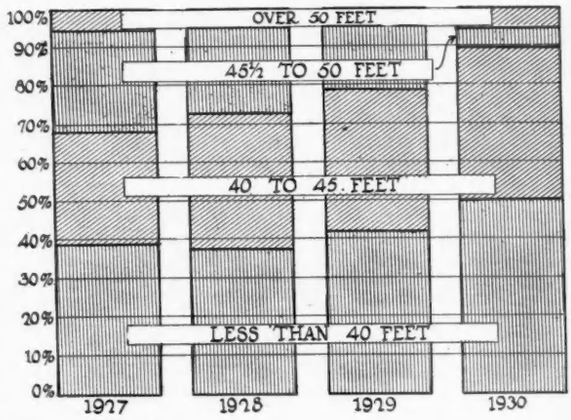
* Corrected to show as commercial cars approximately 140,000 light trucks registered as passenger cars in 1929.

CURRENT TRENDS IN

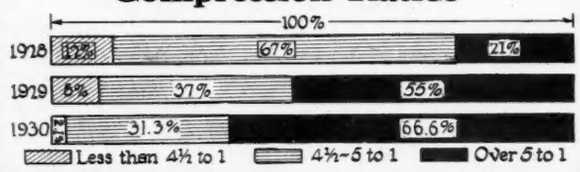
Maximum Horsepower



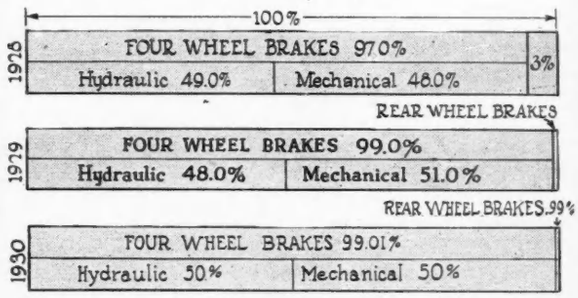
Minimum Turning Circle



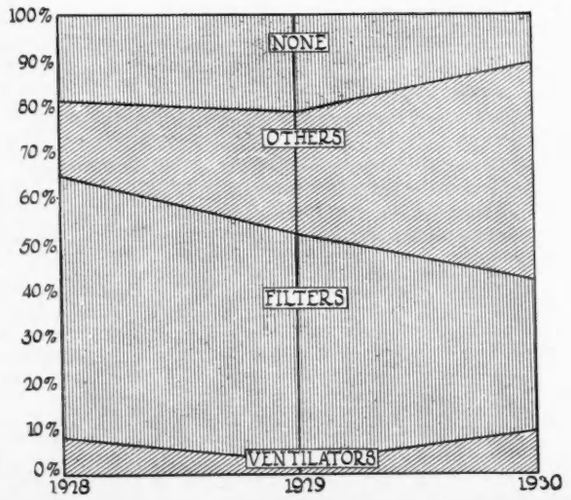
Compression Ratios



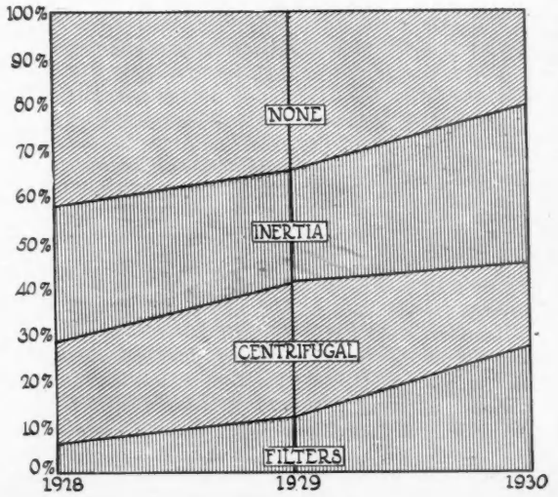
Division of 4-Wheel Brakes



Oil Cleaners

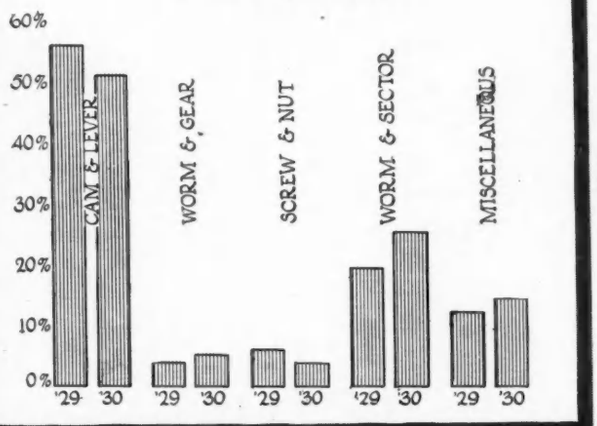


Air Cleaners

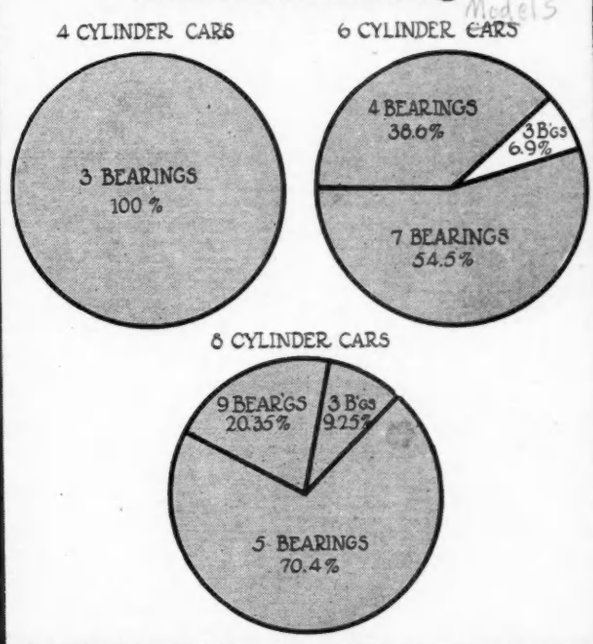


PASSENGER CAR DESIGN

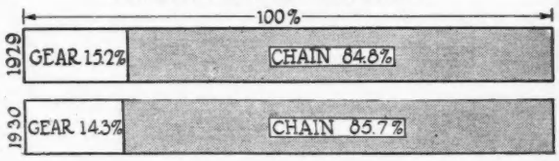
Steering Gears



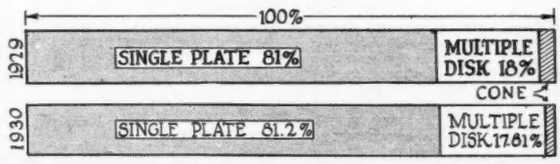
Number of Crankshaft Bearings



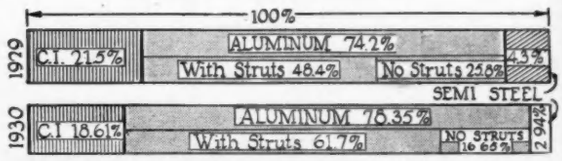
Front End Drives



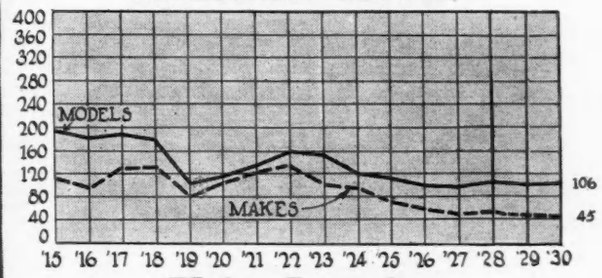
Clutch Types



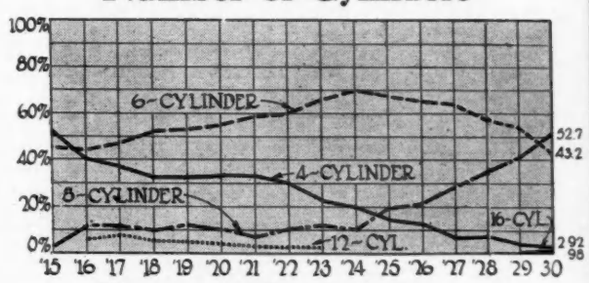
Piston Material



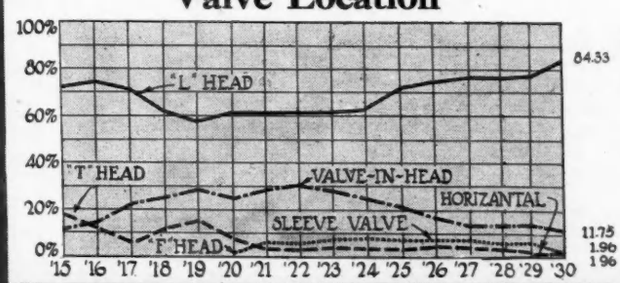
Makes and Models



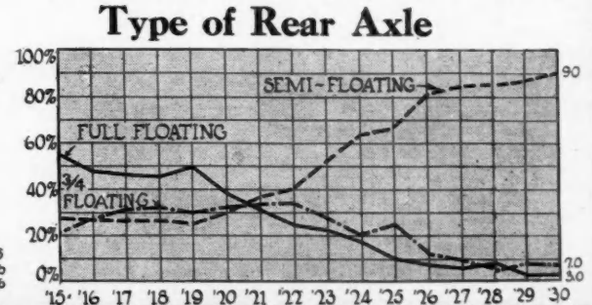
Number of Cylinders

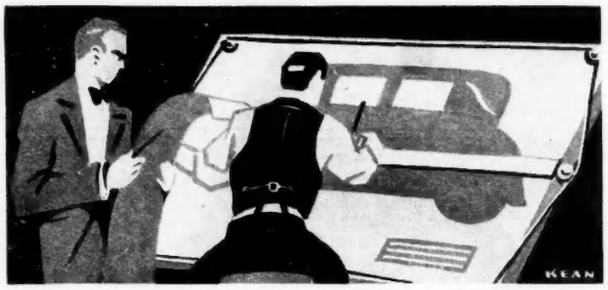


Valve Location



Type of Rear Axle





SPECIFI

AMERICAN PASSENGER

MAKE AND MODEL	GENERAL			CLUTCH						GEARSET				Universals Type and Make	REAR AXLE							
							Facings															
	Wheelbase (Ins.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Maximum Dia. (Ins.)	Minimum Dia. (Ins.)	Number	Make	Location	Number of Forward Speeds	Low Gear Ratio		Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (Ins.)	Differential Make
Auburn.....6-85	120	....	5.50/18	Long.8AB1	SP...	2-1	9¼	5½	2	W-G..	Eng...	3	3.039	m-UP...	Col...	½F..	SB....	4.9	Spr...	Spr....	8	Col....
Auburn.....8-95	125	....	6.00/18	Long..9AB	SP...	2-1	10	5½	2	W-G..	Eng...	3	3.38	m-UP...	Col...	½F..	SB....	4.45	Spr...	Spr....	8½	Col....
Auburn.....125	130	....	6.50/18	Long28AM	dp..	3-2	8¾	5¾	4	Det..	Eng...	3	3.11	m-UP...	Col...	½F..	SB....	4.45	Spr...	Spr....	8½	Col....
Blackhawk.....L6	127½	....	6.00/19	B&B..11Q	SP...	1-1	10⅞	6¾	2	Det..	Eng...	4	3.494	m-UP...	Sal...	½F..	Wo....	4.5°	Spr...	Spr....	10 3/16	Tim....
Blackhawk.....L8	127½	....	6.00/19	B&B..11Q	SP...	1-1	10⅞	6¾	2	Det..	Eng...	4	3.494	m-UP...	Sal...	½F..	Wo....	4.50°	Spr...	Spr....	10 3/16	Tim....
Buick.....40	118	....	5.50/19	Own.....	MD..	....	7¾	5¾	....	Own..	Eng...	3	3.07	m-Own..	Own..	¾F..	SB....	4.36°	TT...	TT....	.....	.....
Buick.....50-60	124–132	....	6.50/19	Own.....	MD..	....	7¾	5¾	....	Own..	Eng...	3	3.091	m-Own..	Own..	¾F..	SB....	4.45°	TT...	TT....	.....	.....
Cadillac.....353	140	3940	7.00/19	Own.....	dp..	3-2	10	7	4	Own..	Eng...	3	2.96	m-Spi...	Own..	¾F..	SB....	5.08°	TT...	TT....	7 11/16	BLC....
Cadillac.....452	148	....	7.00/19	Own.....	dp..	3-2	10	7	4	Own..	Eng...	3	2.5	m-Spi...	Own..	¾F..	SB....	4.39	TT...	TT....	8 5/16	BLC....
Chevrolet.....	107	....	4.75/19	Own.....	SP...	1-1	9	6¼	2	Own..	Eng...	3	.....	m-Own..	Own..	½F..	SB....	3.82	TT...	TT....	.....	Own....
Chrysler.....66	177‡	....	5.50/18	B&B.....	SP...	.....	9⅞	6¾	2	Own..	Eng...	3	.....	m-UP...	Own..	½F..	SB....	4.44°	Spr...	Spr....	8¾	Own....
Chrysler.....70	182‡	....	5.50/18	Long.....	SP...	.....	10	6¼	2	Own..	Eng...	4	.....	m-UP...	Own..	½F..	SB....	4.1°	Spr...	Spr....	8	Own....
Chrysler.....77	189½‡	....	6.00/18	Long.....	SP...	.....	10	6¼	2	Own..	Eng...	4	.....	m-UP...	Own..	½F..	SB....	3.82°	Spr...	Spr....	8 3/16	Own....
Chrysler....Imperial	191‡	....	7.00/18	Own.....	SP...	.....	11	6½	2	Own..	Eng...	3	.....	m-UP...	Own..	½F..	SB....	3.77	Spr...	Spr....	.....	Own....
Cord.....L29	137½	....	7.00/18	Long...11a	SP...	2-1	8⅞	6⅛	2	Det..	Eng...	3	3.11	m-UPM..	Col...	¾F..	I-Hyp.	4.41°	Spr...	Spr....	8	Own....
Cunningham....V-9	132–142	....	7.00/20	Own...V-9	MD..	7-7	8½	6 1/16	14	Own..	Eng...	3	3.39	m-Mec..	Tim...	½F..	Wo....	4.23°	Spr...	Spr....	8	Tim....
De Soto.....Six	169‡	....	5.00/19	B&B.....	SP...	1-1	8⅛	6⅛	2	Own..	Eng...	3	3.04	m-UP...	Own..	½F..	SB....	4.7..	Spr...	Spr....	.....	Own....
De Soto.....St. 8	177‡	....	5.25/19	B&B.....	SP...	1-1	8⅞	6⅛	2	Own..	Eng...	3	2.67	m-UP...	Own..	½F..	SB....	4.9	Spr...	Spr....	.....	.....
Dodge Bros....Senior	167½‡	....	6.00/19	B&B.....	SP...	.....	9⅞	6⅛	2	W-G..	Eng...	4	.....	m-UP...	Own..	½F..	SB....	3.77	Spr...	Spr....	8 1/16	Own....
Dodge Bros.....6	159½‡	....	5.50/19	B&B.....	SP...	.....	9⅛	6¾	2	Own..	Eng...	3	.....	m-Spi...	Own..	½F..	SB....	4.72..	Spr...	Spr....	7⅛	Own....
Dodge Bros....DD 6	155½‡	....	5.00/19	B&B.....	SP...	.....	8⅞	6⅛	2	Own..	Eng...	3	.....	m-UP...	Own..	½F..	SB....	4.9..	Spr...	Spr....	.....	Own....
Dodge Bros....DC 8	165‡	....	5.50/18	B&B.....	SP...	.....	9⅛	6¾	2	Own..	Eng...	3	.....	m-UP...	Own..	½F..	SB....	4.5	Spr...	Spr....	.....	Own....
Duesenberg.....J	142½–153½	....	7.00/19	Long.....	dp..	3-2	11	6¼	4	Own..	Eng...	3	2.48	m-Spi...	Own..	½F..	Hyp....	.....	TT...	TT....	.....	.....
duPont.....G	141	....	7.00/20	Long.....	dp..	3-2	8¾	5¾	4	W-G..	Eng...	3	.....	m-Spi...	Col...	½F..	SB....	.....	Spr...	Spr....	.....	.....
Durant.....6-14	.....	2200	5.00/19	B&B..9RD	SP...	1-1	8⅞	6⅛	4	Own..	Eng...	3	3.32	m-Spi...	Own..	½F..	SB....	4.44	Spr...	Spr....	8¼	Own....
Durant.....6-17	.....	....	5.50/19	B&B.....	SP...	1-1	9⅞	6¾	2	War..	Eng...	4	3.74	m-Spi...	Own..	½F..	SB....	3.72..	Spr...	Spr....	.....	Own....
Elcar.....75-A	117	....	5.00/19	Long.....	SP...	2-1	8⅝	5⅝	2	W-G..	Eng...	3	3.07	m-Spi...	Sal...	½F..	SB....	4.9	Spr...	Spr....	.....	BLC....
Elcar.....95-96	123	....	5.50/20	Long.....	SP...	2-1	9¾	6¼	2	W-G..	Eng...	4	.....	m-Spi...	Sal...	½F..	SB....	4.9	Spr...	Spr....	.....	BLC....
Elcar.....130-140	135°	....	6.50/20	Long.....	SP...	.....	.....	.....	.....	W-G..	Eng...	4	.....	m-Spi...	Tim...	½F..	Wo....	.....	Spr...	Spr....	.....	.....
Erskine.....53	114	....	5.25/19	Long.8AB1	SP...	2-1	9¼	5½	....	W-G..	Eng...	3	3.039	m-Spi...	Own..	½F..	SB....	4.78.	Spr...	Spr....	8⅛	Own....
Essex.....Super 6	113	....	5.00/19	Own.....	SP...	1-	.....	.....	....	Own..	Eng...	3	3.24	m-Spi...	Own..	½F..	SB....	5.4	Spr...	Spr....	8	Own....
Ford.....A	103½	....	4.75/19	Own.....	SP...	2-1	.....	.....	....	Own..	Eng...	3	.....	m-Own..	Own..	¾F..	SB....	3.77..	TT...	TT....	.....	Own....
Franklin.....145	125	....	6.50/19	B-L.....	SP...	1-1	11⅞	7¼	2	W-G..	Eng...	3	3.49	m-Spi...	Own..	½F..	SB....	4.54	Spr...	Spr....	8¾	Own....
Franklin.....147	132	....	6.50/19	B-L.....	SP...	1-1	11⅞	7¼	2	Det..	Eng...	4	.....	m-Spi...	Own..	½F..	SB....	4.25°	Spr...	Spr....	8¾	Own....
Gardner.....136	122	....	5.50/19	B&B.....	SP...	2-1	8⅞	6⅛	2	W-G..	Eng...	4	3.74	m-Spi...	Col...	½F..	SB....	4.45°	Spr...	Spr....	9	N-P....
Gardner.....140	125	....	5.50/19	B&B.....	SP...	2-1	8⅞	6⅛	2	W-G..	Eng...	3	3.11	m-Spi...	Col...	½F..	SB....	4.45°	Spr...	Spr....	9	N-P....
Gardner.....150	130	....	6.50/18	B&B.....	SP...	2-1	9⅞	6¾	2	W-G..	Eng...	3	3.11	m-Spi...	Col...	½F..	SB....	3.9°	Spr...	Spr....	8	N-P....
Graham.....Std. 6	115	....	5.25/19	Long..8AB	SP...	1-1	9¼	5½	2	W-G..	Eng...	3	3.039	m-UP...	Cla...	½F..	SB....	4.7	Spr...	Spr....	.....	.....
Graham.....Spec. 6	115	....	5.50/18	Long.9AM	SP...	1-1	9¾	5½	2	W-G..	Eng...	4	3.54	m-UP...	Sal...	½F..	SB....	3.91.	Spr...	Spr....	.....	.....
Graham.....Spec. 8	122	....	6.00/18	Long.....	SP...	1-1	11	6½	2	W-G..	Eng...	4	4.01	m-UP...	Sal...	½F..	SB....	3.9	Spr...	Spr....	.....	.....
Graham.....Std. 8	122	....	6.00/18	Long.....	SP...	1-1	11	6½	2	W-G..	Eng...	3	4.01	m-UP...	Sal...	½F..	SB....	3.9..	Spr...	Spr....	8¼	.....
Graham.....Cus. 8	127	3255	6.50/19	Long28AM	dp..	3-2	8¾	5¾	4	W-G..	Eng...	4	4.01	m-UP...	Cla...	½F..	SB....	3.64	Spr...	Spr....	8⅜	.....
Graham.....Cus. 8	137	3410	6.50/19	Long28AM	dp..	3-2	8¾	5¾	4	W-G..	Eng...	4	4.01	m-IP....	Cla...	½F..	SB....	3.9	Spr...	Spr....	8⅜	.....
Hudson.....Great 8	119–126	....	5.50/18	Own.....	SP...	1-1	.....	.....	....	Own..	Eng...	3	3.24	m-Spi...	Own..	½F..	SB....	4.63.	Spr...	Spr....	7½	Own....
Hupmobile.....S	.....	....	5.25/19	B&B..9RD	SP...	2-1	8⅞	6⅛	2	Det..	Eng...	3	.....	m-Mec..	Sal...	½F..	SB....	4.7	Spr...	Spr....	9¼	Sal....
Hupmobile.....C	.....	....	6.00/19	Long.....	SP...	2-1	10	5½	2	Det..	Eng...	3	.....	m-UP...	Own..	½F..	SB....	.....	Spr...	Spr....	.....	.....
Hupmobile....H, U	125–137	....	6.50/19	Long.....	dp..	3-2	9¾	....	4	Det..	Eng...	3	2.84	m-UP...	Own..	½F..	.....	4.07°	Spr...	Spr....	.....	BLC....
Jordan.....Line 70	120	....	5.50/18	Long..9ABM	SP...	2-1	9¾	5½	2	W-G..	Eng...	3	3.03	m-Cle...	Col...	½F..	SB....	4.45°	Spr...	Spr....	8	N-P°...
Jordan.....80	120	....	5.50/18	Long..9AB	SP...	2-1	9¾	5½	2	W-G..	Eng...	3	3.03	m-Cle...	Col...	½F..	SB....	4.9	Spr...	Spr....	8	N-P....
Jordan.....90	125	....	6.00/18	Long..9AB	SP...	2-1	9¾	5½	2	W-G..	Eng...	3	.....	m-Cle...	Col...	½F..	SB....	4.45	Spr...	Spr....	8	N-P....
Jordan Z Speedway	145	....	7.00/18	B&B.....	SP...	2-1	10¾	6 11/16	2	W-G..	Eng...	4	4.01	m-Spi...	Col...	½F..	SB....	.....	Spr...	Spr....	.....	.....
Kissel.....6-73	117	....	6.00/18	B&B.10QL	SP...	2-1	9⅞	6¾	2	W-G..	Eng...	3	3.11	m-Mec..	Col...	½F..	SB....	5.3	Spr...	Spr....	8½	Col....
Kissel.....8-95	125–132	....	6.00/18	B&B.10QL	SP...	2-1	9⅞	6¾	2	W-G..	Eng...	4	3.73	m-Mec..	Col...	½F..	SB....	5.1	Spr...	Spr....	8½	Col....
Kissel.....8-126	132–139	....	7.00/16	B&B.11QL	SP...	2-1	10⅞	6¾	2	W-G..	Eng...	4	4.01	m-Mec..	Tim...	½F..	SB....	4.8	Spr...	Spr....	8½	Tim....
LaSalle.....340	134	....	6.50/19	Own.....	dp..	3-2	10	7	4	Own..	Eng...	3	2.96	m-Spi...	Own..	¾F..	SB....	4.5°	TT...	TT....	7¾	BLC....
Lincoln.....8	136	....	7.00/20	Own.....	MD..	....	7¾	5¾	12	Own..	Eng...	3	.....	m-Spi...	Tim...	FF....	SB....	4.58	TT...	TT....	.....	.....
Marmon Roosevelt..	172‡	....	5.50/19	Roc...9LL	SP...	1-1	8⅞	5⅞	8s	W-G..	Eng...	3	3.04	m-Spi...	Sal...	½F..	SB....	4.9	Spr...	Spr....	8½	Wan....
Marmon....Eight 69	180‡	....	5.50/19	Roc..10LL	SP...	1-1	9⅞	6⅞	8s	W-G..	Eng...	3	3.07	m-Spi...	Sal...	½F..	SB....	4.9	Spr...	Spr....	8½	Sal....
Marmon...Eight 79	191‡	....	6.00/19	Roc..11LL	SP...	1-1	11	5⅞	8s	Det..	Eng...	3	3.11	m-Spi...	Sal...	½F..	SB....	4.45°	Spr...	Spr....	9	Sal....
Marmon..Big Eight	202‡	....	6.50/19	Roc..11LL	SP...	1-1	11	5⅞	8s	W-G..	Eng...	4	4.01	m-Spi...	Sal...	½F..	SB....	4.45°	Spr...	Spr....	9	Sal....
Marquette.....	114	....	5.25/18	B&B.....	SP...	....	8⅞	6⅛	2	Mun..	Eng...	3	.....	m-Mec..	Own..	½F..	.....	4.54	Spr...	Spr....	.....	.....
Nash.....Single 6	114¼	....	5.00/19	B&B.....	SP...	2-1	8⅞	6⅛	2	Own..	Eng...	3	3.06	f-Own...	Own..	½F..	SB....	4.7	Spr...	Spr....	8¾	N-P....
Nash....Twin Ign. 6	118–128¾	....	5.00/19	B&B.....	SP...	2-1	9⅞	6¾	2	Own..	Eng...	3	3.16	mf-Own..	Own..	½F..	SB....	4.5°	Spr...	Spr....	8¾	Own....

CATIONS

CAR CHASSIS

BRAKES					FRONT AXLE					STEERING GEAR				SPRINGS				SHACKLES		FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot			Hand											Front		Rear												
Type and Location	Braking Area (Sq. Ins.)	Application	Type and Location	Braking Area (Sq. Ins.)	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz.(°)	Axle End Type	Make	Type	Ratio (to one)	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (Ins.)	Type	Length and Width (Ins.)	Make	Type	Material	Make	Make	Type	Diameter and Width (Ins.)	Make	Type	Make	
IF..	147	DH..	ET..	36½	Col..	I.	7	2	RE	Ross.	C&L..	18	40	½E.	38⅜–2	½E.	56¾–2½	Own..	M.	St..	Smi.	Bijur..	CR.	18x2½	Fire..	A...	Bim..	Auburn.....6-85
IF..	147	DH..	ET..	49¼	Col..	I.	7	2	RE	Ross.	C&L..	18	40	½E.	38⅜–2	½E.	56¾–2½	Own..	M.	St..	Smi.	Bijur..	CR.	18x2½	Fire..	A...	Bim..	Auburn.....8-95
IF..	175	DH..	ET..	56⅞	Col..	I.	7	2	RE	Ross.	C&L..	18	40	½E.	38⅜–2	½E.	56¾–2½	Own.	M.	St..	Smi.	Bijur..	CR.	18x2½	Fire..	A...	Bim..	Auburn.....125
IF..	255½	DH..	ET..	45	Sal...	I.	1.5	1	RE	Gem.	W&R.	18	....	½E.	38–2¼	½E.	60–2¼	STS..	M.	St..	Mut	Bijur..	CR.	19x3¼	Cle..	A...	Mot..	Blackhawk.....L6
IF..	255½	DH..	ET..	45	Sal...	I.	1.5	1	RE	Gem.	W&R.	18	....	½E.	38–2¼	½E.	60–2¼	STS..	M.	St..	Mut	Bijur..	CR.	19x3¼	Cle..	A...	Mot..	Blackhawk.....L8
IF..	155.31	DM..	IR..	42.22	Own..	I.	8	2	RE	Jac..	W&R.	17	....	½E.	36⅜–2	½E.	55–2¼	.....	M.	St..	....	Zerk..	PG.	.....	.....	.....	.....	Buick.....40
IF..	190.4	DM..	IR..	50.75	Own.	I.	8	2	RE	Jac..	W&R.	20	....	½E.	37½–2	½E.	58¼–1¼	.....	M.	St..	....	Zerk..	PG.	.....	.....	.....	.....	Buick.....50-60
IF..	213¾	DM..	IR..	.....	Own.	I.	10½	1¼	RE	Own.	W&S..	14	50	½E.	42–2¼	½E.	60–2½	Own.	M	CarS	Smi.	Al....	PG.	19x5	Jax..	A...	Jax..	Cadillac.....353
IF..	213¾	MVS	IR..	106⅞	Own.	I.	.....	.....	RE	Own.	.....	17	....	½E.	42–2¼	½E.	60–2½	Own.	M.	CarS	Smi.	Al....	PG.	19x5	Jax..	A...	Jax	Cadillac.....452
IF..	162⅞	DM..	IR..	70	Own.	I.	.....	.....	RE	Own.	W&G.	.....	....	½E.	36–	½E.	54–	Try..	M.	St..	....	Al....	PG.	.....	.....	D...	Own.	Chevrolet.....
IF..	114	DH..	ET..	48⅛	Own.	I.	7	2	EL	War..	W&S..	13	....	½E.	36–2	½E.	54¾–2	RSI..	R..	St..	....	Zerk..	PG.	18x4	.....	A...	Mot..	Chrysler.....66
IF..	186½	DH..	ET..	49¼	Own.	I.	7	2	EL	War..	W&S.	15	....	½E.	39–2	½E.	57¾–2	RSI..	R..	St..	....	Zerk..	PG.	18x4	.....	A...	.....	Chrysler.....70
IF..	186⅛	DH..	ET..	49¼	Own.	T.	7	2	EL	Ross.	C&L..	15	....	½E.	40½–2	½E.	58–2	RSI..	R..	St..	....	Zerk..	PG.	18x3¼	.....	A...	.....	Chrysler.....77
IF..	228	DH..	ET..	49¼	Own.	T.	7	2	EL	Ross.	C&L..	14	....	½E.	41½–2½	½E.	58⅜–2½	RSI..	R..	St..	....	Zerk..	PG.	18x..	.....	A...	.....	Chrysler...Imperial
IF..	197	DH..	IR..	98	Col..	T.	0	1½	RE	Gem.	W&R.	18	43	½E.	22–2½	½E.	62–2½	Own.	r-m	St..	Smi.	Bijur..	CR.	.....	.....	W...	Day..	Cord.....L29
IF..	348	DM..	IF..	348	Tim..	I.	6	1	RE	Ross.	C&L..	17	44	½E.	40–2½	½E.	62–2½	Own.	M.	St..	....	Al....	PG.	20x5	Fire..	Opt.	Opt..	Cunningham....V-9
IF..	114	DH..	ET..	42¾	Own.	I.	7	2	EL	War..	W&S.	13	....	½E.	35½–1¾	½E.	53½–1¾	Try..	M.	St..	....	Zerk..	PG.	19x2¾	.....	A...	.....	De Soto.....Six
IF..	.....	DH..	ET..	42¾	.....	I.	.....	.....	EL	War..	W&S.	.....	....	½E.	35¾–2	½E.	54⅝–2	RSI..	R..	St..	....	Zerk..	PG.	.....	.....	A...	.....	De Soto.....St. 8
IF..	187¼	DH..	ET..	37	Own.	I.	5½	2½	EL	War..	W&S..	16	45	½E.	37½–2	½E.	55½–2	Own.	M.	St..	Mid	Zerk..	PG.	19x4½	Kel..	A...	Kel..	Dodge Bros...Senior
IF..	193⅜	DH..	ET..	48½	Own.	I.	5½	2½	EL	War..	W&S..	13	39	½E.	37½–1½	½E.	54–2	Own.	M.	St..	Mid	Zerk..	PG.	19x4	Kel..	A...	Kel..	Dodge Bros.....6
IF..	125¼	DH..	ET..	43	Own.	I.	.....	.....	EL	War..	W&S.	.....	....	½E.	37½–1½	½E.	53⅝–1½	Own.	R..	St..	....	Zerk..	PG.	.....	.....	A...	Kel..	Dodge Bros....DD 6
IF..	156⅜	DH..	ET..	42¾	Own.	I.	.....	.....	EL	War..	W&S.	.....	....	½E.	35¾–2	½E.	54⅝–2	Own.	R..	St..	....	Zerk..	PG.	.....	.....	A...	Mot..	Dodge Bros...DC 8
IF..	144	DH..	ET..	55½	Own.	I.	4½	.....	RE	Ross.	C&L..	18	....	½E.	41–2½	½E.	62–2½	Own.	....	St..	Par.	Bijur..	CR.	19x6	.....	W...	WW.	Duesenberg.....J
IF..	.....	DH..	ET..	47	.....	.....	.....	.....	.....	Ross.	C&L..	.....	....	½E.	40–	½E.	60–	Bel..	F..	.....	.....	Zerk..	PG.	.....	.....	W°	STM	duPont.....G
IF..	131⅝	DM..	IF..	131⅝	Own.	I.	.....	.....	RE	Own.	W&S.	15	....	½E.	36–1¾	½E.	55–2	Try..	M.	St..	Mid	.....	.....	19x4	Hay..	A°..	Kel°.	Durant.....6-14
IF..	152	DM..	IF..	152	.....	I.	.....	.....	RE	Own.	W&S.	15	....	40	½E.	36–2	½E.	55–2	Try..	M.	St..	....	Al....	PG.	19x4	Hay.	A°..	Kel°.	Durant.....6-17
IF..	168	DH..	ET..	36½	Sal...	I.	7	1½	RE	Ross.	C&L..	Var...	39	½E.	34½–2	½E.	53½–2	Bel..	F..	St..	Mid	Al....	PG.	19x4	Fire..	A...	Kel..	Elcar.....75-A
IF..	179¾	DH..	ET..	49¼	Sal...	I.	.....	.....	RE	Ross.	C&L..	Var...	....	½F.	38–2	½E.	56–2¼	Bel..	F..	St..	Mid	Al....	PG.	20x4	Fire..	A...	Kel..	Elcar.....95-96
IF..	.....	DH..	ET..	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	½E.	.....	½E.	.....	Bel..	F..	St..	....	.....	.....	.....	.....	.....	.....	Elcar.....130-140
IF..	162	DM..	IF..	162	Own.	I.	6	1	RE	Ross.	C&L..	15	38½	½E.	36–1¾	½E.	54–1¾	Try..	M.	St..	Mid	Al....	PG.	19x4	Kel.	A...	Kel.	Erskine.....53
IF..	147	DM..	IF..	147	Own.	I.	7	1	RE	Gem.	W&S.	15	40	½E.	36–2	½E.	54⅝–2	Own.	M.	St..	Own	Al....	PG.	19x4	Jax..	A...	Mot..	Essex.....Super 6
IF..	84	DM..	IR..	28¾	Own	I.	.....	.....	RE	Own.	W&S.	.....	....	T½E.	30⅛	T½E	39½	Own.	M.	St..	Own	Zerk..	PG.	.....	Own.	W...	Own.	Ford.....A
IF..	242	DH..	ET..	45	Own.	T.	7	2	RE	Gem.	W&R.	18	40½	FE..	36–1¾	FE..	42–1¾	.....	.....	St..	Own	Zerk..	PG.	19x4.	Mot..	A...	Mot..	Franklin.....145
IF..	242	DH..	ET..	45	Own.	T.	7	2	RE	Gem.	W&R.	18	43	FE..	36–1¾	FE..	42–1¾	.....	.....	St..	Own	Zerk..	PG.	19x4.	Mot..	A...	Mot..	Franklin.....147
IF..	152¼	DH..	ET..	36	Col..	I.	7	2	RE	Ross.	C&L..	Var...	40	½E.	36–2	½E.	54–2¼	O-N..	R..	St..	Mid	Al....	PG.	.....	.....	A...	Bim..	Gardner.....136
IF..	152¼	DH..	ET..	36	Col..	I.	7	2	RE	Ross.	C&L..	Var...	40	½E.	36–2	½E.	54–2¼	O-N..	R..	St..	Mid	Al....	PG.	.....	.....	A...	Bim..	Gardner.....140
IF..	178	DH..	ET..	49	Col..	I.	7	2	RE	Ross.	C&L.	Var...	40	½E.	38–2	½E.	57–2¼	O-N..	R..	St..	Mid	Al....	PG.	.....	.....	A...	Bim..	Gardner.....150
IF..	131⅝	DH..	ET..	37	Cla..	I.	9	1½	RE	Ross.	C&L.	15	41	½E.	36–2	½E.	54–2	Try..	M.	St..	Own	AZ....	PG.	19x4	Cle..	A...	Mot..	Graham.....Std. 6
IF..	187	DH..	ET..	46¼	Sal...	I.	7	.....	RE	Ross.	C&L.	15	32½	½E.	36–2	½E.	54–2	Try..	M.	St..	....	AZ....	PG.	18x4	Cle..	A...	Mot..	Graham.....Spec. 6
IF..	187	DH..	ET..	61½	Sal...	I.	7	2	RE	Ross.	C&L.	16	41	½E.	38–2	½E.	58–2¼	Eat..	R..	St..	....	AZ....	PG.	18x4	Cle..	A...	Mot..	Graham.....Spec. 8
IF..	187	DH..	ET..	61½	Sal...	I.	7	2	RE	Ross.	C&L.	16	41	½E.	38–2	½E.	58–2¼	Eat..	R..	St..	....	AZ....	PG.	18x4	Cle..	A...	Mot..	Graham.....Std. 8
IF..	185¾	DH..	ET..	61½	Cla..	I.	9	2	RE	Ross.	C&L.	16	39	½E.	38–2	½E.	58–2¼	Own.	M.	St..	....	Bijur..	CR.	19x4½	Cle..	A...	Mot..	Graham.....Cus. 8
IF..	185¾	DH..	ET..	61½	Cla..	I.	9	2	RE	Ross.	C&L.	16	39	½E.	38–2	½E.	58–2¼	Own	M.	St..	....	Bijur..	CR.	19x4½	Cle..	D...	Mot..	Graham.....Cus. 8
IF..	162	DM..	IF..	162	Own.	I.	7	1	RE	Gem.	W&S.	15	42	½E.	36–2	½E.	54⅝–2	Own.	M.	St..	Own	Al....	PG.	19x4	Cle..	A...	Mot..	Hudson.....Great 8
IF..	.....	DM..	IF..	.....	.....	.....	.....	.....	RE	Ross.	C&L.	15½	40½	½E.	36½–1½	½E.	53–1¾	Try..	M.	St..	....	Al....	PG.	.....	.....	.....	.....	Hupmobile.....S
IF..	.....	DM..	IF..	.....	Own.	I.	.....	.....	RE	Ross.	C&L.	.....	....	½E.	37–2	½E.	54–2	.....	.....	St..	....	Al....	PG.	19x.	.....	A...	.....	Hupmobile.....C
IF..	.....	DM..	IF..	.....	Own.	I.	.....	.....	RE	Ross.	C&L.	.....	....	½E.	37–2	½E.	57–2	Own.	.....	St..	....	Al....	PG.	19x.	.....	.....	.....	Hupmobile....H, U
IF..	182	DM..	IR..	.....	.....	I.	.....	.....	RE	Ross.	C&L.	15	42	½E.	37–2	½E.	55¾–2	O-N..	R..	St..	Mid	Al....	PG.	.....	.....	A...	Mot.	Jordan.....Line 70
IF..	240	DH..	ET..	.....	.....	Col..	I.	7	2	RE	Gem.	W&S.	18	44	½E.	37–2	½E.	55¾–2	O-N..	R..	St.	Mid	Al....	PG.	18x4	Fire.	A°.	Mot..	Jordan.....80
IF..	240	DH..	ET..	48½	Col..	I.	7	2	RE	Gem.	W&R.	18	44	½E.	37–2	½E.	55¾–2	O-N..	R..	St..	Mid	Al....	PG.	18x4	Kel..	A°.	Mot..	Jordan.....90
IF..	252	DH..	ET..	.....	.....	I.	.....	.....	RE	Gem.	W&R.	18	....	½E.	37–2	½E.	57¾–2	O-N..	R.	St..	....	Al....	PG.	.....	.....	W...	.....	Jordan Z Speedway
IF..	154	DH..	ET..	38	Col..	I.	.....	2	RE	Ross.	C&L.	Var...	40	½E.	38–2	½E.	57–2	.....	R..	CS..	Smi.	Al....	PG.	18x4½	Fire	A...	Mut.	Kissel.....6-73
IF..	182	DH..	ET..	38	Col..	I.	.....	2	RE	Ross.	C&L.	Var...	44	½E.	38–2	½E.	57–2	.....	R..	CS..	Smi.	Al....	PG.	18x4½	Fire.	A...	Mut.	Kissel.....8-95
IF..	238	DH..	ET..	38	Tim..	I.	.....	.....	RE	Ross.	C&L.	Var...	54	½E.	40–2¼	½E.	60–2¼	.....	R..	CS.	Smi.	Al....	PG.	18x5..	Fire.	W..	Day..	Kissel.....8-126
IF..	180	DM..	IR..	84½	Own.	I.	10¼	1½	RE	Own.	W&S.	14	49½	½E.	38x2	½E.	58–2	Own.	M.	CS.	Smi.	Al....	PG.	19x5	Jax..	A...	Jax	LaSalle.....340
IF..	132⅔	DM..	IR..	81½	.....	I.	7½	1	RE	Own.	W&R.	.....	....	½E.	39–	½E.	60–	Own.	M.	St..	....	Al....	PG.	.....	.....	A°..	Kel°.	Lincoln.....8
IF..	146½	DM..	IF..	146½	Sal..	I.	4½	1½	RE	Ross.	C&L..	16	41	½E.	37–1¾	½E.	54½–1½	Try..	M.	St..	....	Zerk..	PG.	19x4	Cle..	A...	Bim..	Marmon Roosevelt.
IF..	226⅛	DM..	IF..	226⅛	Sal.	I.	.....	.....	RE	Ross.	C&L..	16	41	½E.	38–1½	½E.	56¾–1½	RSI..	R..	St..	Own	Zerk..	PG.	19x4	Cle..	A...	Bim°	Marmon....Eight 69
IF..	243	DM..	IF..	.....	Sal.	I.	.....	.....	RE	Ross.	C&L..	16	....	½E.	54–2¼	½E.	60–2¼	RSI..	R..	St..	Own	Zerk..	PG.	19x4½	Cle..	A...	Bim°	Marmon....Eight 79
IF..	254	DM..	IF..	254	Sal..	I.	7	1½	RE	Ross.	C&L.	18	....	½E.	54–2¼	½E.	60–2½	RSI.	R.	St..	....	Zerk..	PG.	19x4½	Cle..	A...	Bim..	Marmon...Big Eight
IF..	183¾	DM..	IF..	183¾	.....	I.	9½	1¾	....	Jac.	W&N.	.....	....	½E.	35–	½E.	54½–	Try..	M.	St..	....	Al....	PG.	.....	.....	A...	Kel..	Marquette.....
IF..	236	DM..	IF..	236	Own.	I.	.....	.....	RE	Ross.	C&L..	13	38	½E.	36–2	½E.	50⅞–2	Try..	M.	St.	Own	Al....	PG.	19x4	Mot..	A...	Mot..	Nash.....Single 6
IF..	197	DM..	IF..	197	Own.	I.	.....	.....	RE	Gem.	W&R.	18	39	½E.	38–2	½E.	54–2	Own.	M.	St..	Own	Bijur..	CR.	18x4¼	Cle..	A...	Mot..	Nash ..Twin Ign. 8

AMERICAN PASSENGER CAR

MAKE AND MODEL	GENERAL			CLUTCH						GEARSET				Universals Type and Make	REAR AXLE							
	Wheelbase (Ins.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Facings: Maximum Dia. (Ins.)	Facings: Minimum Dia. (Ins.)	Facings: Number	Make	Location	Number of Forward Speeds	Low Gear Ratio		Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (Ins.)	Differential Make
Nash....Twin Ign. 8	124–133	....	6.50/19	B&B.....	SP...	1–	10⅞	6¾	2	Own..	Eng..	3	3.16	mf-Own.	Own..	½F..	SB....	4.5	Spr...	Spr...	8¼	Own...
Oakland.....8	117	....	5.50/18	Own.....	SP...	2–1	9⅝	5½	2	Own..	Eng...	3	3.0	m-Mec..	Own..	½F..	SB....	4.42	Spr...	Spr...	8½	Own...
Oldsmobile....F-30	113½	2205	5.25/18	B&B...9R	SP...	2–1	8⅞	6⅛	2	Mun..	Eng...	3	3.0	mf-U-P..	Own..	½F..	SB....	4.54	Spr...	Spr...	8	BLC...
Packard.....726	127½	....	6.00/20	Long.....	SP...	2–1	11	6½	2	Own..	Eng...	4	.....	m-Mec..	Own..	½F..	Hyp..	4.37	Spr...	Spr...	8⅜	.....
Packard.....733	134½	....	6.50/20	Long.....	SP...	2–1	11	6½	2	Own..	Eng...	4	.....	m-Mec..	Own..	½F..	Hyp..	4.67	Spr...	Spr...	8⅜	.....
Packard.....740	140½	....	7.00/19	Long.....	dp...	3–2	9¾	6¼	4	Own..	Eng...	4	.....	m-Mec..	Own..	½F..	Hyp..	4.37	Spr...	Spr...	8	.....
Packard.....745	145½	....	7.00/19	Long.....	dp...	3–2	9¾	6¼	4	Own..	Eng...	4	.....	m-Mec..	Own..	½F..	Hyp..	4.37	Spr...	Spr...	8	.....
Peerless.....61-A	116	....	5.25/19	B&B..10QL	SP...	2–1	9⅞	6¾	2	Det..	Eng...	3	3.11	m-Spi...	Col...	½F..	SB....	4.88	Spr...	Spr...	.....	Col....
Peerless..Master 8	125	....	6.00/19	Roc.....	SP...	2–1	10¾	6¾	2	W-G..	Eng...	4	4.01	m-Spi...	Sal...	½F..	SB....	4.45	Spr...	Spr...	.....	Sal....
Peerless..Custom 8	138	....	6.50/19	Roc.....	SP...	2–1	10¾	6¾	2	W-G..	Eng...	4	4.01	m-Spi...	Sal...	½F..	SB....	4.45	Spr...	Spr...	.....	Sal....
Pierce-Arrow... 132	132⅜	....	6.50/19	Long29AM	dp...	3–2	9¾	6½	4	Own..	Eng...	.....	3.12	m-Spi...	Own..	½F..	Hyp..	4.42	Spr...	TA....	8¼	Own....
Pierce-Arrow125-139	134–139	....	7.00/18	Long29AM	dp...	3–2	9¾	6½	4	Own..	Eng...	.....	3.12	m-Spi...	Own..	½F..	Hyp..	4.08°	Spr...	TA....	8¼	Own....
Pier-Arrow.....126	144	....	7.00/18	Long29AM	dp...	3–2	9¾	6½	4	Own..	Eng...	.....	3.12	m-Spi...	Own..	½F..	Hyp..	4.42	Spr...	TA....	8¼	Own....
Plymouth.....	169‡	....	4.75/19	.....	SP...	1–1	8⅞	5¾	2	Own..	Eng...	3	3.04	f-.....	Own..	½F..	SB....	4.3	Spr...	Spr...	.....	Own....
Pontiac.....6-30	117	....	5.00/19	Own.....	SP...	2–1	9⅝	5½	2	Own..	Rng...	3	3.0	m-Mec..	Own..	½F..	SB....	4.42	Spr...	Spr...	8⅛	Own....
Reo.....15	115	....	6.00/18	B&B.....	SP...	.....	9⅞	6¾	2	W-G..	Eng...	3	.....	m-Spi...	Sal...	½F..	SB....	4.25°	Spr...	Spr...	.....	.....
Reo.....20	120	....	6.00/18	Long.....	SP...	.....	9¾	6¼	2	Own..	Eng...	3	.....	m-Det...	Own..	½F..	SB....	4.07	Spr...	Spr...	.....	.....
Reo.....25	124	....	6.50/18	Long.....	SP...	.....	9¾	6¼	2	Own..	Eng...	3	.....	m-Det...	Own..	½F..	SB....	4.42	Spr...	Spr...	.....	.....
Roamer.....8-78	120	....	6.00/20	B&B.....	SP...	2–1	8⅞	6⅛	2	W-G..	Eng...	3	.....	m-Mec..	Sal...	½F..	SB....	4.45	Spr...	Spr...	.....	Sal....
Roamer.....8-80	126	....	6.00/20	B&B.....	SP...	2–1	9¾	6¾	2	W-G..	Eng...	3	.....	m-Mec..	Sal...	½F..	SB....	4.45	Spr...	Spr...	.....	Sal....
Roamer.....8-88	136	....	6.50/20	B&B.....	SP...	2–1	10	6¾	2	W-G..	Eng...	3	.....	m-Mec..	Sal...	½F..	SB....	4.64	Spr...	Spr...	.....	Sal....
Rolls-Royce Si. Gh..	143½	....	6.75/20	Own.....	C.....	.....	.....	.....	.....	Own..	SeU...	3	.....	m-Own..	Own..	FF...	SB....	3.71	TT....	TT....	8½	Own....
Rolls-Royce.N. Ph.	144¾	....	7.00/20	Own.....	SP...	.....	.....	.....	.....	Own..	SeU...	3	.....	m-Own..	Own..	FF...	SB....	3.71	TT....	TT....	7	Own....
Studebaker. Dic. 6	115	1905	5.50/19	Long..8AB	SP...	2–1	9¼	5½	2	W-G..	Eng...	3	3.03	m-Spi...	Own..	½F..	SB....	4.78	Spr...	Spr...	8¾	Own....
Studebaker Dic. 8	115	1905	5.50/19	Long..8AB	SP...	2–1	9¼	5½	2	W-G..	Eng...	3	3.21	m-Spi...	Own..	½F..	SB....	5.11	Spr...	Spr...	8¾	Own....
Studebaker. Com. 6	120	....	5.50/19	Long..9AB	SP...	2–1	9¾	5½	2	W-G..	Eng...	3	3.32	m-Spi...	Own..	½F..	SB....	3.91°	Spr...	Spr...	8½	Own....
Studebaker. Com. 8	120	....	5.50/19	Long..9AB	SP...	2–1	9¾	5½	2	W-G..	Eng...	3	3.22	m-Spi...	Own..	½F..	SB....	4.7°	Spr...	Spr...	8½	Own....
Studebaker. Pres. 8	125	3075	6.00/20	Long28AM	dp...	3–2	8¾	5¾	4	Own..	Eng...	3	2.97	m-Spi...	Own..	½F..	SB....	4.31°	Spr...	Spr...	8¼	Own....
Studebaker. Pres. 8	135	3125	6.50/19	Long28AM	dp...	3–2	8¾	5¾	4	Own..	Eng...	3	2.97	m-Spi...	Own..	½F..	SB....	4.31°	Spr...	Spr...	8¼	Own....
Stutz.....Series M	134½–145	....	6.50/20	B&B..11Q	SP...	1–1	10⅞	6¾	2	Det..	Eng...	4	3.49	m-Mec..	Tim...	½F..	Wo....	4.5	Spr...	Spr...	8½	Tim....
Viking.....V-30	125	....	6.00/18	B&B..10R	SP...	2–1	9⅞	6⅛	2	Mun..	Eng...	3	3.11	m-Mec..	Own..	¾F..	SB....	4.63	Spr...	Spr...	8	BLC...
Whippet.....96A	103¼	1691	4.75/19	B&B.....	SP...	2–1	.....	.....	2	Own..	Eng...	3	3.24	m-Mec..	Own..	½F..	SB....	4.55	Spr...	Spr...	8⅛	Own....
Whippet.....98A	112½	2017	5.00/19	RocCla-433	SP...	2–1	.....	.....	8s	Own..	Eng...	3	3.25	m-Mec..	Own..	½F..	SB....	.....	Spr...	Spr...	8⅝	Own....
Willys-Knight...66B	120	2871	6.00/19	Roc.....	SP...	2–1	.....	.....	8s	Own..	Eng...	3	3.12	m-Mec..	Own..	½F..	SB....	4.6	Spr...	Spr...	8⅛	Own....
Willys-Knight...70B	112½–115	2350	5.50/19	Roc.....	SP...	2–1	.....	.....	8s	Own..	Eng...	3	3.15	m-Mec..	Own..	½F..	SB....	4.89	Spr...	Spr...	9⅜	Own....
Willys Six.....98B	110	....	5.00/19	B&B.....	SP...	2–1	.....	.....	2	Own..	Eng...	3	2.92	m-Mec..	Own..	½F..	SB....	4.09	Spr...	Spr...	.....	Own....
Windsor.....6-69	120	....	5.25/19	B&B..9QL	SP...	2–1	8⅞	6⅛	2	W-G..	Eng...	3	3.03	m-Mec..	Col...	½F..	SB....	4.9	Spr...	Spr...	9	Col....
Windsor.....6-75	120	....	5.50/19	B&B10QL	SP...	2–1	9⅛	6¾	2	W-G..	Eng...	3°	3.03°	m-Mec..	Col...	½F..	SB....	4.9	Spr...	Spr...	9¼	Col....
Windsor.....8-85	125½	....	6.00/19	B&B10QL	SP...	2–1	9⅛	6¾	2	W-G..	Eng...	3	3.114	m-Mec..	Col...	½F..	SB....	4.63	Spr...	Spr...	9½	Col....
Windsor.....8-92	125½	....	6.50/19	B&B10QL	SP...	2–1	9⅛	6¾	2	W-G..	Eng...	4	.....	m-Mec..	Col...	½F..	SB....	3.9	Spr...	Spr...	9¾	Col....

ABBREVIATIONS:

°—Others also
‡—Overall Length
A—Artillery (Wheels)
Al—Alemite
AmW—American Wire Wheel
B—Ball Bearing
B&B—Borg & Beck
BF—Internal and External Four Wheels
Bim—Bimel
B-L—Brown-Lipe
BLC—Brown-Lipe Chapin
Bow—Bowen
Bel—Belflex
B-W—Borg-Warner
C&L—Cam and Lever
C—Cantilever
C—Cone
CarS—Carbon Steel
Cle—Cleveland
Cla—Clark
Col—Columbia
CR—Central Reservoir
CS—Carbon Steel
DH—Direct Hydraulic
DM—Direct Mechanical
Day—Dayton
Det—Detroit
Dis—Disteel
dp—Double plate
Eat—Eaton
El—Elliot
Eng—Unit with Engine
EF—External Four Wheels
ER—External Rear Wheels
ET—External Transmission
½E—Semi-Elliptic
¾E—¾Elliptic
F—Fabric (Shackles)
f—Fabric (Universals)
Faf—Fafnir (Ball Bearing)
Fair—Fairmount Machine Co.
FE—Full Elliptic
½F—½Floating
¾F—¾Floating
FF—Full Floating
Fire—Firestone
Gem—Gemmer
Gdr—Goodrich
Hay—Kelsey-Hayes
Hyp—Hypoid
HyPS—Hydraulic Pressed Steel
I—"I" Section

AMERICAN

MAKE AND MODEL	GENERAL				ENGINE																		
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Valves: Arrangement	Valves: Head Material	Valves: Drive	Piston Material	Oiling System: Pressure to	Oiling System: Pump Type	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electric System: Ignition: Make	Electric System: Ignition: Current Source	Electric System: Generator and Starter Make	Electric System: Voltage
Bradfield.....67B	2052	125	6.50x18	4580	Own. 67B	6–3 5/8x5½	26.3	265	4.5	3	Det...	6	L..	.....	Cha..	AL.	abcde...	Gear..	Pump..	Zenith..	Gra..	N-E...	B..	N-E...	.....
Bradfield.....57B	1545	117	6.00x18	3450	Lyc.....	6–2 1/2x4¾	19.8	185	4.5	3	Det...	6	L..	Sil...	Cha..	AL.	abe.....	Gear..	Pump..	Zenith..	Vac..	N-E...	B..	N-E...	.....
Checker.....K	2500	127	18x7.00	4900	Buda. CS-6	6–3 3/16x4½	.....	.....	.....	3	Det...	6	L..	Sil...	Heli...	CI.	abcde...	Gear..	Pump..	Zenith..	Vac..	N-E...	B..	N-E...	.....
Ford.....A	800	103½	30x4.75	2500	Ford.....A	4–3 7/16x4¼	24.03	200.5	4.22	3	Det...	4	L..	Sil...	Heli...	AL.	Splash...	Gear..	Pump..	Zenith..	Gra..	Own..	B..	Own..	6
General Motors.....		122	6.50x18	....	Buick...40	6–3 7/16x4 5/8	28.4	257.5	4.5	3	Det...	6	I...	Sil...	Heli...	CI.	abc.....	Gear..	Pump..	Marvel..	Gra..	D-R..	B..	D-R..	.....
Saf-T-Cab.....DD	....	125½	30x7	4800	Lyc....HT	6–3½x5	29.6	288.0	4.43	4	Det...	6	L..	Sil...	Heli...	CI.	abce....	Gear..	Pump..	Zenith..	Mp...	D-R..	B..	D-R..	.....

ABBREVIATIONS:

a—Main Bearings
A—Artillery
ABos—American Bosch
Al—Aluminum
A-L—Auto-Lite
Ast—Alloy Steel
b—Connecting Rods
—Battery
B-Fw—Both Four Wheel
B-L—Brown-Lipe
B&B—Borg & Beck
BM—Battery & Magneto
c—Camshaft Bearings
C&L—Cam and Lever
Cha—Chain
CI—Cast Iron
Col—Columbia
Cont—Continental
CR—Central Reservoir
d—Wrist Pins
D—Disk
Det—Detachable
Det—Detroit (Gearset)
D-P—Double Plate (clutch)
D-R—Delco-Remy
Dyn—Dyneto
e—Gear Case
Ecc—Eccentric
Eng—Unit with Engine
E-P—Electric Pump
Ext-Da—External Drive Shaft
Ext-Fw—External Four Wheels
Ext-Rw—External Rear Wheels
f—Fabric
f—(Oiling System)—Rocker Arm
¾ F—¾ Floating
½ F—½ Floating
F F—Full Floating
GC—Grease Cups
Gem—Gemmer
Gra—Gravity

CHASSIS—Continued

BRAKES					FRONT AXLE				STEERING GEAR				SPRINGS				SHACKLES		FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot			Hand										Front		Rear												
Type and Location	Braking Area (Sq. Ins.)	Application	Type and Location	Braking Area (Sq. Ins.)	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz.(°)	Axle End Type	Make	Type	Ratio (to one)	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (Ins.)	Type	Length and Width (Ins.)	Make	Type	Material	Make	Make	Type	Diameter and Width (Ins.)	Make	Type	Make	
IF	266	DM	IF	266	Own	I.			RE	Gem	W&R	18		½E.	39½–2	½E.	56¾–2½	Own	M	St	Own	Bijur	CR	19x5	Mot	A	Mot	Nash Twin Ign. 8
IF	236	DM	IF	236	Own	I.	9½	13¾	RE	Gem	W&S	18	41	½E.	36–2	½E.	54½–2	Try	M	St	Smi	Zerk	PG	18x4	Jax	A	Jax	Oakland 8
IF	160½	DM	IF	160½	Own	I.	9½	13¾	RE	Sag	W&R	16	39	½E.	35–2	½E.	54½–2	Try	M	St	Smi	Al	PG	18x4	Cle	A	Mot	Oldsmobile F-30
IF	316½	DM	IR	158⅜	Own	I.	8½	11½	RE	Own	W&S		44½	½E.	38–2	½E.	56–2¼	Own	M	St		Bijur	CR			D	Mot	Packard 726
IF	316½	DM	IR	158⅜	Own	I.	8½	11½	RE	Own	W&S		47½	½E.	38–2	½E.	56–2¼	Own	M	St		Bijur	CR			D	Mot	Packard 733
IF	361¾	DM	IR	181	Own	I.	8½	11½	RE	Own	W&S		49	½E.	38–2	½E.	56–2¼	Own	M	St		Bijur	CR			D	Mot	Packard 740
IF	361¾	DM	IR	181	Own	I.	8½	11½	RE	Own	W&S		53	½E.	38–2	½E.	60–2½	Own	M	St		Bijur	CR			D	Mot	Packard 745
IF		DH	ET		Col	I.	7	2	RE	Ross	C&L			½E.	37½–1¾	½E.	54–2		M	St		Al	PG	19x4	Mot		Mot	Peerless 61-A
IF		DM	IR		Sal	I.	7	1½	RE	Ross	C&L	16		½E.	42–2¼	½E.	60–2½		R	St	Mur	Al	PG	19x4½	Cle	A	Bim	Peerless Master 8
IF		DM	IR		Sal	I.	7	1½	RE	Ross	C&L	16		½E.	42–2¼	½E.	60–2½		R	St	Mur	Al	PG	19x4½	Cle	A	Bim	Peerless Custom 8
IF	220½	DM	IF	220½	Own	I.	8	13¾	RE	Gem	W&R	18		½E.	38–2	½E.	60–2½	Faf	B	CS	Par	Al	PG	19x4½	Kel	A	Kel	Pierce-Arrow 132
IF	220½	DM	IF	220½	Own	I.	8	13¾	RE	Gem	W&R	18		½E.	38–2	½E.	60–2½	Faf	B	CS	Par	Al	PG	18x5	Kel	A	Kel	Pierce-Arrow125-139
IF	220½	DM	IF	220½	Own	I.	8	13¾	RE	Gem	W&R	18		½E.	38–2	½E.	60–2½	Faf	B	CS	Par	Al	PG	18x5	Kel	A	Kel	Pierce-Arrow 126
IF	114	DH	ET	42¾		I.	7	2	EL	War	W&S	13		½E.	35½–	½E.	53½–	Try	M	St		Zerk	PG	19x2¾		A		Plymouth
IF	236	DM	IF	236	Own	I.	9½	13¾	RE	Own	W&S	18		½E.	36–2	½E.	54½–2	Try	M	St	Smi	Zerk	PG	18x4	Jax	A	Jax	Pontiac 6-30
IF		DH	ET			I.			RE	Ross	C&L			½E.	37–	½E.	55–	Fire°	R	St		Zerk	PG			A°	Mot	Reo 15
IF		DH	ET		Own	I.			RE	Ross	C&L			½E.	37–	½E.	55–	Fire°	R	St		Zerk	PG			A	Mot	Reo 20
IF		DH	ET			I.			RE	Ross	C&L			½E.	37–	½E.	55–	Fire°	R	St		Zerk	PG			A	Mot	Reo 25
EF		DH	ET		Sal	I.			RE	Ross	C&L			½E.	36–2	½E.	57½–2½		M	St		Al	PG			Opt		Roamer 8-78
EF	198	DH	ET	44	Sal	I.			RE	Ross	C&L			½E.	36–2	½E.	57½–2½		M	St		Al	PG			Opt		Roamer 8-80
EF	198	DH	ET	44	Sal	I.			RE	Ross	C&L			½E.	37½–2	½E.	60–2¼		M	St		Al	PG			Opt		Roamer 8-88
IR		DM	IR		Own	I.				Own	W&N			½E.	43½–	C	54½–	Own	M	St	Own	Al	PG	21x5	Cle	W	AmW	Rolls-Royce Si. Gh.
IF		DM	IR		Own	I.				Own	W&N			½E.	43½–	C	54½–	Own	M	St	Own	Bijur	CR	20x4½	Cle	W	AmW	Rolls-Royce N. Ph.
IF	162	DM	IF	162	Own	I.		1½	RE	Ross	C&L	15	39	½E.	36–2	½E.	54–2	Own	M	St	Mid	Al	PG	19x4	Kel	A	Kel	Studebaker. Dic. 6
IF	162	DM	IF	162	Own	I.		1½	RE	Ross	C&L	15	39	½E.	36–2	½E.	54–2	Own	M	St	Mid	Al	PG	19x4	Kel	A	Kel	Studebaker Dic. 8
IF	236	DM	IF	236	Own	I.		1½	RE	Ross	C&L	15	42	½E.	36x2	½E.	54–2	Faf	B	St	Mid	Zerk	PG	19x4	Kel	A	Kel	Studebaker. Com. 6
IF	236	DM	IF	2 36	Own	I.		1½	RE	Ross	C&L	15	42	½E.	36–2	½E.	52–2	Faf	B	St	Mid	Zerk	PG	19x4	Kel	A	Kel	Studebaker. Com. 8
IF	360	DM	IF	3 60	Own	I.		1½	RE	Ross	C&L	15	43	½E.	38–2	½E.	60–2½	Faf	B	St	Mid	Zerk	PG	20x4	Kel	A	Kel	Studebaker. Pres. 8
IF	360	DM	IF	360	Own	I.		1½	RE	Ross	C&L	15	47	½E.	38–2	½E.	60–2½	Faf	B	St	Mid	Zerk	PG	19x4½	Kel	A	Kel	Studebaker. Pres. 8
IF	238	DH	ET	45	Tim	I.	7½	1	RE	Gem	W&R	18		½E.	40–2¼	½E.	62¼–2½	STS	M	St	Mur	Bijur	CR	20x4½	Mot	A	Mot	Stutz Series M
IF	243	DM	IF	243	Own	I.	7	2	RE	Jac	W&N	17	42½	½E	37–2	½E.	58–2	Try	M	St	Smi	Al	PG	18x4	Cle	A	Mot	Viking V-30
BF	190¼	DM	ER		Own	I.	7½	2	RE	Own	W&G	11	37	½E.	35¼–1¾	½E.	49½–1¾	Try	M	St	Own	Al	PG	19x3½		A°	Kel°	Whippet 96A
BF	200¼	DM	ER	130⅔	Own	I.	7½	2	RE	Own	W&W	11	39½	½E.	36–1¾	½E.	53–1¾	Try	M	St	Own	Al	PG	19x4	Hay	A	Hay	Whippet 98A
IF	226¼	DM	IF	226¼	Own	I.	8	2½	RE	Ross	C&L	18	39½	½E.	39–2¼	½E.	57½–2½	Own	M	St	Mid	Bijur	CR	19x4½		A	Kel	Willys-Knight 66B
BF	243	DM	ER	120	Own	I.	7½	2	RE	Own	W&G	11	39½	½E.	36–1¾	½E.	53–1¾	Try	M	St	Own	Al	PG	19x4		A	Kel	Willys-Knight 70B
IF	135½	DM	IF	135½	Own	I.	7½	2	RE	Own	W&G	11		½E.	36–1¾	½E.	49¾–1¾	Try	M	St	Own	Al	PG	19x2¾		A°		Willys Six 98B
IF	200	DH	ET	37	Col	I.	7	2	RE	Ross	C&L	Var	37	½E.	36–2	½E.	54–2¼	O-N	R	St	Mid			19x4½	Fire	A	Mut	Windsor 6-69
IF	200	DH	ET	37	Col	I.	7	2	RE	Ross	C&L	Var	37	½E.	36–2	½E.	54–2¼	O-N	R	St	Mid			19x4½	Fire	A	Mut	Windsor 6-75
IF	288	DH	ET	49	Col	I.	7	2	RE	Ross	C&L	Var	43	½E.	36–2	½E.	54–2¼		M	St	Mid	Om	CR	19x4½	Fire	A	Mut	Windsor 8-85
IF	200	DH	ET	49	Col	I.	7	2	RE	Ross	C&L	Var	43	½E.	36–2	½E.	54–2¼		M	St	Mid	Om	CR	19x4½	Fire	A	Mut	Windsor 8-92

I-Hyp—Inverted Hypoid
IF—Internal Four Wheels
IR—Internal Rear Wheels
Jac—Jacox
Jax—Jaxon
Kel—Kelsey
M—Metal (Shackles)
m—Metal (Universals)
Mar—Marles
MD—Multiple Disk
Mec—Mechanics
Mid—Midland
Mot—Motor Wheel
Mun—Muncie Products
Mur—Murray
Mut—Mutual
MVS—Mechanical Vacuum Servo
NP—New Process
Om—Oilmeter
Opt.—Optional
PG—Pressure Gun
PJon—Phineas Jones
PS—Pressed Steel
Par—Parish
P&B—Parish & Bingham
RSI—Rubber Shock Insulator
R—Rubber
RE—Reverse Elliot
Roc—Rockford
Sag—Saginaw
Sal—Salisbury
SB—Spiral Bevel
SeU—Separate Unit
Smi—Smith
Spi—Spicer
Spr—Springs
S&N—Screw and Nut
St—Steel
STM—St. Marys
STS—Standard Spring Steel Co.
T—Tubular
TA—Torque Arm
TT—Torque Tube
T½—Transverse Semi-Elliptic
Tim—Timken
UP—Universal Products
UPM—Universal Product and Mechanics
Var—Varies
W—Wire Wheels
Wan—Warren
War—Warner Corp.
W-G—Warner Gear
Wo—Worm
WW—Wire Wheel Corp.
W&G—Worm & Gear
W&N—Worm and Nut
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

TAXICABS

TRANSMISSION							RUNNING GEAR									MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle						Brakes			Steering Gear					
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Type and Location: Foot	Type and Location: Hand	Shackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
B-L	SP	B-L	Eng		1-Spicer	m	Tim	½F	SB	4.6	Sp	Sp	Int-Fw	Ext-Ds	r	Tim	Ross	C & L	G C	60	D	Smith	Bradfield 67B
B&B	SP	War G	Eng			m	Col	½F	SB	4.9	Sp		Int-Fw	Ext-Ds	r	Tim	Ross	C & L	G C	57	D	Smith	Bradfield 57B
Fuller	M D D	Fuller	Eng	3	2-Spicer	m	Col	¾F	SB	4.9	Sp	Sp	Int-Fw	Ext-Ds	f	Col	Ross	C&L	P G	60⅝	D	Hyd	Checker K
	SP	Own	Eng			m	Own	¾F	SB	3.7	T T	T T	Int-Fw	Int-Rw		Own	Own	W&S	P G		W	Own	Ford A
Jon	D-P	B-L	Eng	3	2-Spicer	m	Tim	½F	SB	4.08	Sp	Sp	Int-Fw	Ext-Ds	r	Tim			P G	56⅞	D	Mid	General Motors
Fuller	M D D	Fuller	Eng	3	2-U-P	m	Col	¾F	SB	4.9	Sp	Sp	Int-Fw	Ext-Ds	f	Col	Ross	C & L	P G	58⅝	D	Mid	Saf-T-Cab DD

Heli—Helical Gear
Hyd—Hydraulic
I—In Head
Int—Integral
Int-R—Internal Rear Wheel
L—Both Valves at Side
Lav—Lavine
Lyc—Lycoming
M—Magneto
m—Metal
Mp—Mechanical Pump
MDD—Multiple Dry Disc
MDO—Multiple Disc in Oil
Mech—Mechanics Machine Co.
Mid—Midland
Mun—Muncie
N-E—North East
O—Optional
P&B—Parish & Bingham
PG—Pressure Gun
r—Rubber
RR—Radius Rods
RBos—Robert Bosch
S—Sleeve Type
Sal—Salisbury
S B—Spiral Bevel
Si—Silicon Chromium
S&N—Screw and Nut
Sp—Springs
SpP—Splash with Pressure
S P—Single Plate
S S—Semi Steel
Sta—Standard
Th S—Thermo Siphon
Tim—Timken
TT—Torque Tube
U-P—Universal Products
Vac—Vacuum
WarG—Warner Gear
Wauk—Waukesha
West—Westinghouse
W—Wire Wheels
W & G—Worm and Gear
W&N—Worm and Nut
W & S—Worm and Sector
W & W—Worm and Wheel

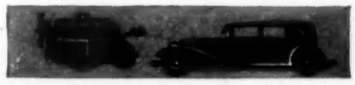
AMERICAN PASSENGER

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement	Compression Ratio (to 1)	Maximum Brake Horsepower at Specified R.P.M.	Cylinder Blocks	SUSPENSION: No. of Points	Type	CRANKCASE MATERIAL: No. of Cyls. Cast in 1 Block	Upper Sep. Casting	Lower	VALVES: Arrangement	Exhaust Valve Head Material	Front End Drive: Type	Make of Chain or Non-Metallic	PISTON: Material	Length (Ins.)	Weight (Ozs.)	Pin Center to Top of Head (Ins.)	No. of Rings and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	Bearing In	CONNECTING RODS: Material	Center to Center Length (Ins.)	Weight (Oz.)	Lower Bearing: Diameter and Length (Ins.)	Lower Bearing: Type
Auburn	**6-85**	Lyc...WR	6-2 7/8x4 3/4	19.8	185.6	5.50°	70-3500	Ver.	4	Ri..	6	SS..	PS.	L..	SiCh..	Ch..	L-B..	Als..	3 3/4	18	2 5/16	4-4	7/8x2.4	Pis..	Car.	9 1/2	38 1/2	2 1/4x1 1/4	Ce..
Auburn	**8-95**	Lyc...GR	8-2 7/8x4 3/4	26.4	246.7	5.24°	95-3400	Ver.	4	Ri..	8	SS..	PS.	L..	SiCh..	Ch..	L-B..	Als..	3 3/4	18	2 5/16	4-4	7/8x2.4	Pis..	Car.	9 1/2	38 1/2	2 1/4x1 1/4	Ce..
Auburn	**125**	Lyc..MDA	8-3 1/4x4 1/2	33.8	298.6	5.25°	125-3600	Ver.	4	Ri..	8	SS‡.	PS.	L..	SiCh..	Ch..	L-B..	Als..	3 1/16	24	2 1/16	4-4	7/8x2.8	Pis..	Car.	9	41 3/4	2 1/8x1 1/2	Ce..
Blackhawk	**L6**	Own...L6	6-3 3/8x4 1/2	27.3	241.5	5.00°	85-3200	Ver.	4	Ri..	6	CI..	Al	Co.	SiCh..	Ch..	L-B..	Als.	4 17/64	27	2 27/64	4-4	7/8x2 11/64	FF..		9 1/4	36	2 3/8x1 3/8	Ce..
Blackhawk	**L8**	Own...L8	8-3x4 3/4	28.8	268.5	5.50°	88-3100	Ver.	4	Ri..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 5/8		2 1/8	4-4	7/8x2 1/2	FF..	St..	9 3/4	42	2 1/4x1 3/8	Pou.
Buick	**40**	Own.....	6-3 1/16x4 5/8	28.4	257.5	4.5	80 1/2-2800	Ver.			6	CI‡.	PS.	I..		He..	G-E..	CI..				3-3	7/8x	Pis..	St..			2 1/4x1 1/2	Pou.
Buick	**50-60**	Own.....	6-3 3/4x5	33.8	331.5	4.3	98-2800	Ver.			6	CI‡.	PS.	I..		He..	G-E..	CI..				3-3	1 1/16x	Pis..	St..				Pou.
Cadillac	**353**	Own.....	8-3 5/8x4 1/16	36.4	353.0	5.15°	95-3000	Vee.	3	Ru..	4	Al‡.	PS.	L..	SiCh..	Ch..	Mor..	NI..	3 23/32	24	1 21/32	4-3	7/8x3 1/32	Rod	CM.	10 1/2	18 1/2	2 3/8x1 3/8	Pou.
Cadillac	**452**	Own.....452	16-3x4	57.5	452	5.50	165-3200	Vee.	5	Ru..	8	Al‡.	Al	I..	SiCh..	Ch..	Mor..	NI..	3 7/16	19 3/4	1 11/16	4-3	3/4x2 1/16	Rod	CM.	9 1/4	32 1/2	2 1/2x1 1/32	Pou.
Chevrolet		Own.....	6-3 1/8x3 3/4	26.3	194	5.02	50-2600	Ver.	3		6	CI..	PS.	I..		He..	Cel..	CI..				3-3	1x	Pis..				2x1 3/8	Pou.
Chrysler	**66**	Own...CC	6-3 1/8x4 3/4	23.4	218.6	5.0	68-3000	Ver.	4	Ru..	6	SS..	PS.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16		2	3-3	1 1/8x2 1/16	Pis..	Car.	9 1/2		1 7/8x1 3/8	Pou.
Chrysler	**77**	Own.....V	6-3 3/8x5	27.3	268.4	4.9	87-3200	Ver.	4	Ru..	6	SS..	PS.	L..	SiCh..	Ch..	Mor..	Als..	4 1/8		2 5/16	3-3	7/8x2 1/16	Pis..	Car.	9 1/2		2x1 3/8	Pou.
Chrysler	**77**	Own.....W	6-3 3/8x5	27.3	268.4	5.0	87-3200	Ver.	4	Ru..	6	SS..	PS.	L..	SiCh..	Ch..	Mor..	Als..	4 1/8		2 5/16	5-5	7/8x2 7/16	FF..	Car.	10 1/16		2x1 3/8	Pou.
Chrysler.. Imperial		Own.....L	6-3 5/8x5	31.5	309.0	4.7°	112-3200	Ver.	4	Ru..	6	SS..	PS.	L..	SiCh..	Ch..	Mor..	Als..	4 1/8		2 5/16	5-5	1x3 1/4	Pis..	ASt.			2 1/2x1 1/2	Pou.
Cord	**L29**	Lyc...FDA	8-3 1/4x4 1/2	33.8	298.6	5.25°	125-3600	Ver.	4	Ri..	8	SS‡.	PS.	L..		Ch..	L-B.	Als..	3 13/16	24	2 1/16	4-4	7/8x2 13/16	Pis..	Car.	9	41 3/4	2 1/8x1 1/2	Pou.
Cunningham	**V-9**	Own...V-9	8-3 3/4x5	45.0	442	5.0	110-2500	Vee.	4	Ri..	4	Al‡.	L..	L..	Sich..	He..		CI..	4 6/64	16	2 1/4	3-3	1 1/32x3 61/64	FF..	Car.	10 1/2	60	2 5/8x1 3/4	Pou.
DeSoto	**Six**	Own...K	6-3x4 1/2	21.6	174.9	5.2°	57-3400	Ver.	4	Ru..	6	SS..	PS.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16		2	3-3	3/4x2 1/16	Pis..	Car.	8 1/16		1 1/32x1 1/4	Pou.
DeSoto	**St. 8**	Own...CF	8-2 7/8x4	26.4	207.7	5.2°	70-3400	Ver.			8	CI..	PS.	L..		Ch..	Mor..	Als..				4-	3/4x	FF..					Pou.
Dodge Bros.	**DD6**	Own.....	6-3 1/8x4 1/2	23.4	189.8	5.2	61-3400	Ver.		Ru..	6	CI..	PS.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16			3-3	3/4x2 1/16	Pis..	ASt.	8 1/16		1 1/32x1 1/4	Pou.
Dodge Bros.	**Sen. 6**	Own.....	6-3 3/8x4 1/2	27.3	241.4	5.55	78-3000	Ver.	4	Ru..	6	Ir..	PS.	L..	SiCh..	Ch..	Mor..	Als..				4-4	1 1/32x2 3/4	Rod				2 5/8x1 7/8	Pou.
Dodge Bros.	**Six**	Own.....	6-3 3/8x3 7/8	27.3	207.9	5.18	63-3000	Ver.	4	Ru..	6	Ir..	PS.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16	17 3/4		4-4	1 1/32x	Rod	St..	8		2 5/8x1 31/32	Pou.
Dodge Bros.	**DC8**	Own.....	8-2 7/8x4 1/4	26.4	220.7	5.2	76-3400	Ver.		Ru..	8	CI..	PS.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16			4-4	3/4x2 7/16	FF..		8 7/16		2 1/4x1 1/4	Pou.
Duesenberg	**J**	Own.....J	8-3 3/4x4 3/4	45.0	420.0	5.2	265-4200	Ver.	4	Ru..	8	CI..	Al	I..	SiCh..	Ch..	L-B.	Al	4 5/8		2 5/8	4-4	1 1/4x3 1/2	FF..	Dur	9 3/4		2 1/4x1 3/4	Pou.
duPont	**G**	Own.....	8-3 3/8x4 1/2	36.5	322	5.3	114-3200	Ver.	4		6	NI..	PS.	L..	SiCh..	Ch..	L-B.	Als.	3 1/16		2 1/16	4-4	1 1/32x2 3/4	FF..	Car.	9		2 1/4x1 1/2	Pou.
Durant	**6-14**	Cont..22-A	6-3 1/4x4	35.4	199.0	5.3	58-3100	Ver.	4	Ru..	6	CI..	CI.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16	20	2 1/16	4-4	7/8x2 3/4	FF..	St..	8 3/8	32	2x1 3/8	Pou.
Durant	**6-17**	Cont..15U	6-3 3/8x4 5/8	27.3	248	5.06	70-3000	Ver.	4	Ru..	8	CI..	CI.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16	25	2 1/16	4-4	1 1/32x2 7/8	FF..	Car.	9		2 1/4x1 3/8	Pou.
Elcar	**75-A**	Lyc...WS	6-2 7/8x4 3/4	19.8	185	5.25°	61-3000	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	L-B..	Als..	3 1/2	13	1 1/16	3-3	7/8x2 11/32	Rod	St..	9 1/2		2 1/4x1 1/4	Pou.
Elcar	**95,96**	Lyc...GS	8-2 7/8x4 3/4	26.4	246.7	5.25°	90-3000	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 1/2	13	1 1/16	3-3	7/8x2 11/32	Rod	St..	9 1/2		2 1/4x1 3/4	Pou.
Elcar	**130,140**	Cont...12K	8-3 5/8x4 1/2	36.5	322.2	5.25°	140-3300	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 1/16	18		4-4	1 1/32x2 1/16	Pis..	Al	9	27 1/2	2 3/4x1 1/2	Pou.
Erskine	**53**	Own.....	6-3 1/4x4 1/8	25.4	205.3	5.20	70-3200	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	Whit.	CI..	3 7/16	30	2 1/32	4-3	7/8x2 1/16	Pis..	St..	10 1/4	35	2 1/4x1 1/2	Pou.
Essex	**Super 6**	Own.....	6-2 3/4x4 1/2	18.15	160.3	5.8	60-3600	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	Mor..	Al	3 1/16	11 1/2	1 1/16	4-4	3/4x2 1/16	FF..	St..	8 7/16	27	1 1/32x1 3/8	Ce..
Ford	**A**	Own.....A	4-3 7/64x4 1/4	24.03	200.5	4.2	40-2200	Ver.	3	Sp..	4	CI..	PS.	L..	Car..	He..	Cel..	Al	3 39/64	24 3/4		3-3	1x3 7/64	Rod	ASt.	7 1/2	25 1/2	1 1/2x1 5/8	Pou.
Franklin	**145-147**	Own.....	6-3 1/2x4 3/4	29.4	274	5.3	95-3100	Ver.	3	Ri..	1	Al..	PS.	I..	SiCh..	Ch..	Ram..	Als..	4 6/64	31 1/2	2 1/32	4-4	1 1/32x3 1/8	Pis..	St..	9 1/2	28 3/4	2 1/8x1 1/16	Ce..
Gardner	**136**	Lyc...WR	6-2 7/8x4 3/4	19.84	185	5.05	70-3500	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 3/4		2 5/16	4-4	7/8x2 13/32	FF..	St..	9 1/2		2 1/8x1 1/4	Pou.
Gardner	**140**	Lyc...GR	8-2 7/8x4 3/4	26.45	246.6	5.15	90-3300	Ver	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 3/4		2 5/16	4-4	7/8x2 13/32	FF..	St..	9 1/2		2 1/4x1 1/4	Pou.
Gardner	**150**	Lyc..MDG	8-3 1/4x4 1/2	33.8	298.6	5.25	126-3300	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 1/16		2 1/16	4-4	7/8x2 13/32	FF..	St..	9		2 1/4x1 1/2	Pou.
Graham	**Std. 6**	Own.....	6-3 1/16x4 1/2	23.4	207	5.41	66-3200	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 3/32	20	2 3/32	3-3	1 1/32x2 1/16	Pis..	St..	9 1/4	34	2 1/4x1 1/4	Ce..
Graham	**Spec. 6**	Own.....	6-3 1/4x4 1/2	25.35	224	5.49	76-3400	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 3/32	24	2 3/32	3-3	1 1/32x2 1/16	Pis..	St..	9 1/4	34	2 1/4x1 1/4	Ce..
Graham Std 8, Sp. 8		Own.....	8-3 1/4x4 1/2	33.8	298	5.2	96-3400	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 1/32	24	2 3/32	3-3	1 1/32x2 1/16	Pis..	St..	9 1/4	34	2 1/4x1 1/4	Ce..
Graham	**Cus. 8**	Own..H, U	8-3 3/8x4 1/2	36.45	322	5.41	120-3200	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 1/16	26	2 1/16	3-3	1 1/32x2 5/8	Pis..	St..	9	42	2 3/8x1 1/2	Ce..
Hudson	**Great 8**	Own Sup. 8	8-2 3/4x4 1/2	24.2	213.8	5.8	80-3400	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	Mor..	Als..	3 1/16	11 1/2	1 1/16	4-4	3/4x2 1/8	FF..	St..	8 3/4	26	1 1/16x1 3/8	Ce..
Hupmobile	**S**	Own.....S	6-3 1/4x4 1/4	25.35	211.6	4.8	70-3200	Ver.	4	Ru..	6	CI..		L..		Ch..	Mor.	CI..				3-2	3/4x	Rod	St..	8 3/4		2 1/8x1 1/64	Pou.
Hupmobile	**C**	Own.....C	8-3x4 3/4	28.8	268.6	5.2	100-3200	Ver.	4	Ru..	8	CI..		L..	SiCh..	Ch..	Mor..	CI..				3-3	7/8x	Rod	St..	9 1/2		2 5/8x1 1/64	Pou.
Hupmobile	**H, U**	Own..H, U	8-3 1/2x4 3/4	39.2	365.6	5.2	133-3400	Ver.	4	Ru..	8	CI..	PS.	L..		Ch..	Mor..	Als..	4 1/4	18 1/4		5-5	.94x	Rod	St..	9 1/2		2 5/8x1 1/2	Ce..
Jordan	**70U, 80**	Cont...17S	8-2 7/8x4 3/4	26.4	246.7	5.16	80-3000	Ver.	4		8	CI..	PS.	L..		Ch..	Mor..	Als..	3 5/8	12	2 1/16	4-4	1 1/32x2 3/32	FF..	St..	9 3/4	41	2 5/8x1 1/8	Ce..
Jordan	**90**	Cont...15S	8-3x4 3/4	28.9	268.6	5.1	85-3200	Ver.	4	Ru..	8	CI..	CI.	L..		Ch..	Mor..	Als..	3 5/8	13 1/2	2 1/16	4-4	1 1/32x2 3/32	FF..	St..	9 3/4	41	2 1/4x1 1/8	Ce..
Jordan Speedway Z		Cont 12K	8-3 3/8x4 1/2	36.5	322.2	5.16	114-3200	Ver.	4	Ru..	8	CI..	PS.	L..		Ch..	Mor..	Als..	3 1/16			4-4	1 1/32x3 1/16	FF..	St..	9		2 3/4x1 1/2	Ce..
Kissel	**6-73**	Own...6-73	6-2 7/8x4 3/4	19.8	185	5.15	73-3500	Ver.	4	Ru..	6	CI..	Al	L..	SiCh..	Ch..	L-B..	Al	3 1/16	12 1/4		4-4	3/4x2 1/16	Pis..	Al	9 1/2	22 1/2	2 1/4x1 1/4	Pou.
Kissel	**8-95**	Own...8-95	8-2 7/8x4 3/4	26.5	246	5.15	95-3400	Ver.	4	Ru..	8	CI..	Al	L..	SiCh..	Ch..	L-B.	Als..	3 1/2	12 1/4		4-4	7/8x2 7/16	Pis..	Al	9 1/2	22 1/2	2 1/8x1 1/4	Pou.
Kissel	**8-126**	Own..8-126	8-3 1/4x4 1/2	33.8	298	5.3	126-3600	Ver.	4	Ru..	8	CI..	Al	L..	SiCh..	Ch..	L-B.	Als..	3 1/16	24 1/2		4-4	7/8x2 1/16	Pis..	Al	9	29	2 1/8x1 1/4	Pou.
LaSalle	**340**	Own...340	8-3 5/16x4 1/16	35.1	340	5.18°	90-3000	Vee.	3	Ru..	4	Al‡.	PS.	L..	SiCh..	Ch..	Mor.	NI..	3 23/32	24	1 21/32	4-3	7/8x3 1/32	Rod	CM.	10 1/2	34 1/2	2 3/8x1 3/8	Pou.
Lincoln	**8**	Own.....8	8-3 1/2x5	39.2	385	4.81	90-2800	Vee.	3	Ru..	4	Al‡.	Al	L..	SiCh..	Ch..	Mor.	Al	3 3/4	18 1/2	2	3-3	7/8x	Pis..		12 1/2		2x2 1/2	Pou.
Marmon	**Roosevelt**	Own.....	8-2 3/4x4 1/4	24.2	201.9	5.25	77-3400	Ver.	4	Ri..	8	CI..	PS.	L..	SiCh..	Ch..	Dia..	Al	3 3/32	14 1/2	1 13/32	3-3	3/4x2 7/16	Pis..	St..	8 1/2	28	2x1 1/4	Pou.
Marmon	**Eight 69**	Own.....	8-2 1/2x4 1/4	25.4	211.2	5.25	84-3400	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	Dia..	Al	3 1/4	13 1/4	1 1/32	3-3	3/4x2 7/16	Pis..	St..	8 1/2	28	2x1 1/4	Pou.
Marmon	**Eight 79**	Own.....	8-3 1/8x4 3/4	32.5	303.2	5.50	110-3400	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	Dia..	Al	3 23/32	21	2 1/32	4-4	7/8x2 11/32	FF..	St..	9 1/2	48	2 3/8x1 1/2	Pou.
Marmon	**Big Eight**	Own.....	8-3 1/4x4 3/4	33.8	315.2	5.50	125-3400	Ver.	4	Ru..	8	SS..	PS.	L..	SiCh..	Ch..	Dia.	Al	3 1/16	21 1/8	2 1/16	4-4	7/8x2 1/16	FF..	St..	9 1/2	48	2 3/8x1 1/2	Pou.
Marquette		Own.....	6-3 1/8x4 5/8	23.4	212.8	5.2	67 1/2-3000	Ver.		Ru..	6	CI..	PS.	L..		Ch..	L-B.	CI..				3-3	1 1/16x	Pis..				2 1/8x1 3/8	Pou.
Nash	**Single 6**	Own...450	6-3 1/8x4 3/8	23.4	201.3	5.0	60-2800	Ver.	4	Ru..	6	SS..	PS.	L..	SiCh..	He..	Cel..	Als..	3 1/16	21	2 1/4	4-4	1 3/32x1 1/16	FF..	Car.	8 1/4		1 3/4x1 7/16	Die.
Nash Twin Ign.	**6**	Own...480	6-3 3/8x4 1/2	27.3	242	5.0	74 1/2-2800	Ver.	4	Ru..	6	SS..	PS.	I..	SiCh..	He..	Cel..	Als..	3 7/8		2 3/8	4-4	7/8x	FF..	Car.	9		2 1/4x1 3/8	Die.
Nash Twin Ign.	**8**	Own...490	8-3 1/4x4 1/2	33.8	298.6	5.25	100-3200	Ver.	4	Ru..	8	SS..	PS.	I..	SiCh..	Ch..	Dia..	Als..	3 7/8	23 1/2	2 1/16	4-4	7/8x2 7/8	Pis..	Al	9	28	2 1/4x1 3/8	Ce..
Oakland	**8**	Own...101	8-3 7/16x3 3/16	37.8	251	5.1	82-3000	Vee.	4	Ru..	8	CI..	PS.	H..	SiCh..	Ch..	Mor.	SS..	3 3/4			4-3	1 1/32x3 1/4	Rod	Car.	6 3/8		2 1/4x1 3/8	Pou.
Oldsmobile	**F-30**	Own...F-30	6-3 1/16x4 1/8	24.4	197.5	5.2	62-3000	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	Mor°.	CI..	3 7/8	31	2 3/16	3-3	1 3/32x2 7/8	Rod	St..	9	30 1/2	1 7/8x1 3/8	Pou.
Packard	**726,733**	Own.....8	8-3 3/8x5	32.5	320		90-3200	Ver.	4	Ri..	8	Al‡.	Al	L..	SiCh..	Ch..	Mor.	Als..				4-4	7/8x	FF..	Car.	10 7/8		2 1/16x1 3/32	Pou.
Packard	**740,745**	Own.....8	8-3 1/2x5	39.2	384.8		106-3200	Ver.	4	Ri..	8	Al‡.	Al	L..	SiCh..	Ch..	Mor.	Als..				4-4	7/8x	FF..	Car.	10 7/8		2 1/16x1 1/4	Pou.
Peerless	**61-A**	Cont..11E	6-3 3/8x4	27.3	214.7	4.93	62-3000	Ver.	4	Ru..	6	CI..	PS.	L..	CSM..	Ch..	L-B.	Als..	3 1/16		2 5/16	4-4	1 3/32x2 7/8	Pis..	St..	8 1/16		1 7/8x1 3/8	Pou.
Peerless Mas., Cus.	**8**	Own. Spec.	8-3 3/8x4 1/2	36.45	322	5.0	120-3200	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	L-B.	Als..	3 1/16		2 1/16	4-4	1 3/32x2 7/8	Rod	St..	9		2 1/4x1 1/2	Pou.
Pierce-Arrow	**132**	Own...132	8-3 3/8x4 3/4	36.45	340	5.07	115-3000	Ver.	4	Ru..	8	CI..	PS.	L..	SiCh..	Ch..	Whit.	Al	4 1/4	27 3/4	2 1/32	4-4	1 1/32x2 1/16	Pis..	Car.	9.03	36 7/8	2 1/4x1 1/4	Ce..
Pierce-Arrow	**125-139**	Own...125	8-3 1/2x4 3/4	39.2	366	5.07	125-3000	Ver.	4	Ru..	8	CI..	PS.	L..	ChN..	Ch..	Mor.	Al	4 1/4	29 3/8	2 13/32	4-4	1 1/32x3 1/16	Pis..	Car.	9.03	37 7/8	2 1/4x1 1/4	Ce..
Pierce-Arrow	**126**	Own...126	8-3 1/2x5	39.2	385	5.07	132-3000	Ver.	4	Ru..	8	CI..	PS.	L..	ChN..	Ch..	Mor.	Als.	4 1/4	29 3/8	2 13/32	4-4	1 1/32x3 1/16	Pis..	Car.	9	37 7/8	2 1/4x1 1/4	Ce..
Plymouth		Own.....U	4-4 3/64x4 1/4	21.03	175.4	4.6	45-2800	Ver.	3	Ru..	4	SS..	PS.	L..	SiCh..	He..	Cel..	Al	4 1/16		2	3-3	3/4x3	Pis..	ASt.	8 3/16		1 7/8x1 3/8	Pou.
Pontiac	**6-30**	Own.....	6-3 1/16x3 7/8	26.3	200	4.9	60-3000	Ver.	4	Ru..	6	CI..	PS.	L..	SiCh..	Ch..	Mor.	SS..	3 23/32	35	2 1/4	3-2	1 1/16x3 3/16	Rod	Car.	7 7/16		2x1 1/16	Pou.

ABBREVIATIONS:

*—Crankcase Ventilator
°—Others used
a—Main bearings
A-Bos—American Bosch
Al—Aluminum
A-L—Auto-Lite
Als—Aluminum Alloy with strut
AM—Air Maze
ASt—Alloy Steel
ATC—Air Tube Cellular
Au—Automatic
b—Connecting Rods
B—Battery
c—Camshaft bearings
Car—Carbon Steel
Car—Carter (Carburetor)
Ce—Centrifugal
Cel—Celoron
Cell—Cellular.
Ch—Chain
ChN—Chrome Nickel
Chr—Chromium
Cl—Cast Iron
CM—Chrome Molybdenum steel
Co—Chain, Overhead Camshaft
Cont—Continental
CSM—Chrome Silica Manganese
d—Wristpins
DeJ—DeJon
Di—Distillation
Dia—Diamond Chain
Die—Die Cast
DM—Direct Mechanical (Sliding Gear)
D-R—Delco Remy
Dur—Duralumin
Dyn—Dyneto
e—Timing Drive
Ecc—Eccentric
F—In head and side
F&T—Fin and Tube
Fed—Fedders
FF—Full Floating
Fi—Filter
GE—General Electric
Ge—Gear
Gra—Gravity
GS—German Silver
H—Horizontal
Ha—Hand
Han—Handy
Har—Harrison
He—Helical Gear
I—Valve in Head

CAR ENGINES



CRANKSHAFT						OILING SYSTEM			COOLING SYSTEM						FUEL SYSTEM				ELECTRICAL SYSTEM									CAR MAKE AND MODEL
			Main Bearings								Radiator						Air Cleaner		Ignition					Battery				
Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Front Diameter and Length (Ins.)	Rear Diameter and Length (Ins.)	Pressure to	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Make	Core Type	Shell Material	Carburetor Make and Size (Ins.)	Feed Type	Make	Type	Make	Current Source	Spark Control	Generator and Starter Make	Starter Engagement	Length	Width	Height	Volts and Ampere-Hrs.	
No..	No..	No..	4	2⅜x1⅞	2⅜x1⅞	abce.	Ge..	No..	Pu..	Yes.	No..	Jam...	RiC...	PS...	Sch..1¼	Vac..	AM..	Fi..	D-R.	B..	S-A.	D-R.	In..	9¼x7¼x7¾			6-87	Auburn.....6-85
No..	No..	Yes.	5	2⅜x1⅞	2⅜x1⅞	abce.	Ge..	Fi..	Pu..	Yes.	No..	Jam...	RiC...	PS...	Sch..1½	Mp..			D-R.	B..	S-A.	D-R.	In..	9¼x7¼x7¾			6-87	Auburn.....8-95
No..	No..	Yes.	5	2⅜x2¾	2⅜x2¾	abce.	Ge..	Fi..	Pu..	Yes.	No..	Jam...	RiC...	PS...	Sch..1¼	Mp..			D-R.	B..	S-A.	D-R.	In..	10½x7¼x8⅝			6-104	Auburn.....125
No	No..	No..	7	2½x3½	2½x2⅝	abcde	Ge..	Fi..	Pu..	No..	Au.	Fed..	Cell..	St..	Zen...2°	Vac°	Uni..	Ce..	D-R.	B..	S-A.	D-R.	DM..	10⅛x6½x7½			6-120	Blackhawk.....L6
⅛–¼	Yes.	Yes.	5	2½x1½	2½x2⅝	abce.	Ge..	Fi..	Pu..	No..	Au.	Fed..	Cell..	St..	Zen...2°	Mp..	AM..	Fi..	D-R.	B..	S-A.	D-R.	In..	10⅛x6½x7½			6-120	Blackhawk.....L8
	Yes.	Yes.	4			abc.	Ge..		Pu..		Au.				Mar.1 7/16	Mp..	AC..	In	D-R.	B..		D-R.	DM..				-100	Buick.....40
	Yes.	Yes.	4			abc.	Ge..		Pu..		Au.				Mar...	Mp..	AC..	In	D-R.	B..		D-R.	DM..				-120	Buick.....50-60
No..	Yes.	No..	3	2⅝x1⅞	2⅝x2⅞	abcde	Ge..	Fi..	Pu.	Yes.	Au.	Har..	Cell...	St..	Own..2	Vac°.	None..	No..	D-R.	B..	S-A.	D-R.	DM..	20 7/16x5½x8½			6-130	Cadillac.....353
No..	Yes.	Yes.	5	2⅝x2 3/16	2⅝x3 1/16	abcde	Ge..	Fi..	Pu.	Yes.	Au.	Har..	Cell...	St..	Own.1½	Vac..	None..	No..	D-R.	B..	S-A.	D-R.	DM..	20 7/16x5½x8½			6-130	Cadillac.....452
No..	No..	No..	3	1¾x1¾	2 1/16x2 1/16	Spl..		No..	Pu.	No..	No.	Har..		Bra.	Car...1	Mp..	AC..	In	D-R.	B..	S-A.	D-R.	In	8⅛x6⅛x8			6-90	Chevrolet.....
No..	Yes.	Yes.	7	2¼x1⅞	2¼x2⅛	abce.	Ge.	Fi*	Pu..	Yes.	No..		RiC..	PS.	Str...1¼	Mp..	Uni	Fi.	D-R.	B.	S-A.	D-R.	DM..	10½x7½x9				Chrysler.....66
No..	Yes.	Yes.	7	2¼x1⅞	2¼x2⅛	abce.	Ge.	Fi*	Pu.	Yes.	No..		RiC..	PS.	Str...1¼	Mp	Uni	Ce.	D-R.	B.	S-A.	D-R.	DM..				6-100	Chysler.....70
No..	Yes.	Yes.	7	2¼x1⅞	2¼x2⅛	abce.	Ge.	Fi*	Pu.	No..	Au.			PS.	Str...	Mp	Uni	Ce.	D-R.	B.	S-A.	D-R.	DM..	11¾x9½x9			6-117	Chrysler.....77
No..	Yes.	Yes.	7	2⅝x1⅞	2⅝x3¼	abce.	Ge.	Fi*	Pu.	Yes.	No..		RiC..	PS.	Str...1¾	Vac.	Uni	Ce.	D-R.	B.	S-A.	D-R.	DM..	13¼x7¼x8⅜			6-153	Chrysler.. Imperial
No..	Yes.	Yes.	5	2⅝x2¾	2⅝x2¾	abce.	Ge.	Fi*		Yes.	No..	Mod..	F&T..	PS.	Sch..1¼	Mp.	None..	No..	D-R.	B.	S-A.	D-R.	In	10⅜x7x8⅞			6-104	Cord.....L29
No..	Yes.	No..	3	2¾x3	2¾x3½	abcd.	Ge..	Fi..	Pu..	Yes.	No..	Fed..	Cell..	GS..	Str..1¼	Vac.	AM..	Fi.	N-E..	B.	S-A.	D-R.	In	11⅝x7¼x9½			6-135	Cunningham....V-9
No..	No..	No..	4	2¼x1⅝	2¼x2⅛	abce.	Ge..	Fi*	Pu.	Yes.	No..		RiC..	PS.	Str.....1	Vac.	Uni	Ce.	N-E..	B.	S-A.	N-E.	DM..	10½x7½x9			6-90	DeSoto.....Six
	Yes.	Yes.	5			abce.	Ge..	Fi*	Pu.	Yes.				PS.	St.....	Vac	Uni	Ce.	D-R.	B.		D-R.					6-100	DeSoto.....St. 8
	Yes.	No..	4	2¼x1⅝	2¼x2⅛	abce.	Ge.	No..	Pu.	Yes.	No..		Cell..		Car....	Mp..	None..	No..	D-R.	B.	S-A.	N-E.	DM..	9 1/16x7 1/16x8⅞			6-84	Dodge Bros. DD6
	No..	No..	7	2⅜x2 1/16	2⅝x2 1/16	abce.	Ge..	Fi..	Pu.	Yes.	No..	MeC..	F&T..	PS.	Str...1½	Vac.			N-E..	B.	S-A.	N-E..	In	11 1/16x7 1/16x8¾			6-117	Dodge Bros. Sen. 6
No..	No..	No..	7	2¼x1⅞	2⅝x2 3/16	abce.	Ge..	Fi..	Pu.	Yes.	No..	MeC..	F&T..	PS.	Str...1¼	Vac.	Uni°	Ce.	N-E..	B.	S-A.	N-E..	In	10 1/16x7 1/16x8¾			6-100	Dodge Bros. Six
	No..	Yes.	5	2½x1 1/16	2½x2⅛	abce.			Pu.	Yes.	No..		Cell..		Str.....	Mp.	Uni°	Ce.	D-R.	B.	S-A.	N-E.	DM.	10⅛x7 1/16x8¾			6-100	Dodge Bros. DC8
¼	Yes.	Yes.	5	2¾x3 3/16	2¾x2⅞	abce.	Ge.	Fi*	Pu.	Yes.	No..	Win...	Cell..	St.	Sch.....	Mp.	None..	No.	D-R.	B.	S-A.	D-R.	D-R	20 7/16x2½x8½			6-160	Duesenberg.....J
No..	No..	Yes.	5	2⅝x1⅝	2⅝x2 1/16	abe	Ge.	Fi..	Pu.	No..	Opt.	Mod.	F&T.	PS.	Sch..1¼	Mp.	None..	No.	D-R.	B.	S-A.	D-R.	In	10 1/16x7 1/16x9 1/16			6-117	duPont.....G
No..	No..	No..	4	2⅜x1 1/16	2⅜x1⅞	abce.	Ge.	Fi..	Pu.	Yes.	No.	MeC.	Tub...	PS.	Str...1¼	Mp.	AC..	In	A-L.	B.	S-A.	A-L.	In	10½x7¼x8½			6-115	Durant.....6-14
No..	No..	Yes.	7	2⅜x1 1/16	2⅜x2 1/16	abce.	Ge.	Fi..	Pu.	Yes.	No.	MeC.	Tub...	PS.	Str...1¼	Vac.	AC..	In	A-L.	B.	S-A.	A-L.	In	10½x7½x9½			6-106	Durant.....6-17
No..	No..	No..	4	2⅜x1⅞	2⅜x1⅞	ab..	Ge.	No..	Pu.	No..	No.	Jam..	Cell..	St..	Sch.....1	Vac.	None..	No..	D-R.	B.	S-A.	D-R.	In	8⅞x7½x8			6-90	Elcar.....75-A
No..	No..	Yes.	5	2⅜x1⅞	2⅜x1⅞	abc.	Ge.	No..	Pu.	No..	No.	Jam..	Cell..	St.	Sch..1¼	Vac.	None..	No.	D-R.	B.	S-A.	D-R.	In	10¼x7¼x8			6-104	Elcar.....95,96
	Yes.	Yes.	5	2⅜x2⅝	2⅜x2⅝	abce.	Ge..		Pu.	Yes.	No.	Jam..	Cell..		Sch..1¼	Mp.			D-R.	B.	S-A.	D-R.					6-117	Elcar.....130,140
No..	Yes.	Yes.	4	2½x2 1/16	2⅝x2 1/16	abce.	Ge.	Fi*	Pu.	Yes.	No.	MeC.	Tub...	St.	Sch..1¼	Mp.	None..	No.	D-R.	B.	S-A	D-R.	In	9 1/16x7 1/16x9¼			6-90	Erskine.....53
No..	Yes.	Yes.	3	2 11/16x1⅝	2 1/16x2	e..	Pl..	No*	Th.	No..	Ha..	Har..	RiC..	St..	Mar.1¼	Vac.	AC..	In	A-L.	B.	Au....	A-L.	In.	9x7½x9			6-105	Essex.....Super 6
No..	No..	No..	3	1⅝x2	1⅝x3⅛	Spl..	Ge..	No..	Pu.	No..	No.	Own	F&T..	PS.	Zen...1	Gra.	None..	No.	Own	B.	Ha...	Own	In	9⅝x7 1/16x9 1/16			6-80	Ford.....A
2⅜	Yes.	Yes.	7	2⅜x2 1/16	2⅜x2 1/16	abe	Ge.	Fi*	Air..	Yes.	Au.	None..	No....	St....	Str...1½	Mp..	AC..	In	D-R.	B.	S-A.	D-R.	In	12 1/16x7½x9¼			6-135	Franklin....145-147
No..	No..	No..	4	2⅜x1 1/16	2⅜x1 1/16	abe	Ge.	Fi*	Pu.	Yes.	Au.	Fed.	Cell.	PS.	Sch..1¼	Vac.	None..	No.	D-R.	B.	S-A.	D-R.	In	10 1/16x7x9 1/16			6-120	Gardner.....136
No..	No..	Yes.	5	2⅜x1 1/16	2⅜x1 1/16	abe	Ge.	Fi*	Pu.	Yes.	Au.	Fed.	Cell.	PS.	Sch..1¼	Vac.	AM.	Fi.	D-R.	B.	S-A.	D-R.	In	10 1/16x7x9 1/16			6-120	Gardner.....140
No..	No..	Yes.	5	2⅜x2 1/16	2⅜x2 1/16	abce.	Ge.	Fi*	Pu.	Yes.	Au.	Fed.	Cell.	PS.	Sch..1¼	Vac.	AM.	Fi.	D-R.	B.	S-A.	D-R.	In	13 1/16x7x9 1/16			6-135	Gardner.....150
No..	No..	No..	7	2½x1 1/16	2½x2 1/16	abce.	Ge.	No..	Pu.	Yes.	No..	Long.	F&T	St.	Det. 1¼	Mp.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	9 1/16x7 1/16x9¼			6-84	Graham.....Std. 6
No..	No..	Yes.	7	2½x1 1/16	2½x2 1/16	abce.	Ge.	Fi*	Pu.	Yes.	No..	Long.	F&T	St.	Det. 1½	Mp.	AC.	In.	D-R.	B.	S-A.	D-R.	In.	10 1/16x7 1/16x9¼			6-100	Graham.....Spec. 6
No..	Yes.	Yes.	5	2⅝x1 1/16	2⅝x2¼	abce.	Ge.	Fi*	Pu.	Yes.	Au.	Long.	F&T	St.	Det. 1¾	Mp.	AC.	In.	D-R.	B.	S-A.	D-R.	DM..	10 1/16x7 1/16x9¼			6-100	Graham Std 8, Sp. 8
No..	No..	Yes.	5	2⅝x1 1/16	2⅝x2¾	abce.	Ge.	Fi*	Pu.	Yes.	Au.	Long.	F&T	St.	Joh..1¾	Mp.	AC.	In.	D-R.	B.	S-A.	D-R.	DM..	11 1/16x7 1/16x9¼			6-114	Graham.....Cus. 8
No..	Yes.	Yes.	5	2⅜x1⅝	2½x2	Spl..	Pl..	No*	Pu.	No..	Ha..	Har..	RiC..	PS.	Mar..1½	Vac.	AC..	In	A-L.	B.	Au.	A-L.	DM..	9x7½x9			6-105	Hudson.....Great 8
	Yes.	No..	4	2 11/16x1⅝	2⅝x2½	abd.		Fi..	Pu.	No..	Au.	MeC.	Cell.		Str...1¼	Vac.	Han		A-L.	B.		A-L.		10 1/16x7¼x8 1/16			6-100	Hupmobile.....S
	Yes.	Yes.	5	2⅝x1⅞	2⅝x2¼	abcd.		Fi*	Pu.	No..	Au.	MeC.	Cell.		Str...1¼	Vac.	AM.	Fi.	A-L.	B.		A-L.	DM..	10 1/16x7½x8⅝			6-110	Hupmobile.....C
	Yes.	Yes.	5	2 13/16x1 1/16	2⅝x2⅜	abcde	Ge.	Fi*	Pu.	No..	Au.		RiC..		Str.....	Mp.	AM..	Fi.	A-L.	B.	S-A.	A-L.	DM..				6-132	Hupmobile....H, U
No..	Yes.	Yes.	5	2⅝x1⅜	2⅝x2½	abce.	Ge.	No..	Pu.	Yes.	Au.	Jam...	Cell...	St.	Str...1¼	Mp.	None..	No.	A-L.	B.	S-A.	A-L.	In	10 1/16x7 1/16x9½			6-105	Jordan.....70U, 80
No..	Yes.	Yes.	5	2⅝x1⅜	2⅝x2½	abce.	Ge.	Fi.	Pu.	No..	Au.	Jam...	Cell...	St.	Str...1 1/16	Mp.	AM..	Fi.	A-L.	B.	S-A.	A-L.	In	10 1/16x7 1/16x9½			6-105	Jordan.....90
....	Yes.	Yes.	5	2⅝x	2⅝x	abce.	Ge.	Fi.	Pu.	Yes.	Au.		Cell...		Sch.....	Mp.	AM..	Fi.	A-L.	B.	S-A.	A-L.	In	11 1/16x7 1/16x9¼			6-115	Jordan Speedway Z
No..	No..	No..	4	2⅜x1¾	2⅜x1¾	abe	Ge.	Fi.	Pu.	Yes.	No..	Mod.	Tub...	St....	Sch..1¼	Vac.	AC..	In.	D-R.	B.	S-A.	D-R.	In.	9 1/16x7¼x9 1/16			6-90	Kissel.....6-73
No..	No..	Yes.	5	2⅜x1¾	2⅜x1¾	abe.	Ge.	Fi.	Pu.	Yes.	No..	Mod.	Tub...	St.	Sch..1¼	Vac.	AC..	In.	D-R.	B.	S-A.	D-R.	In.	10 1/16x7 1/16x9¼			6-117	Kissel.....8-95
No..	No..	Yes.	5	2⅜x2 1/16	2⅜x2⅝	abce.	Ge..	Fi*	Pu.	Yes.	No..	Mod.	Tub...	St.	Sch..1¼	Vac.	AC..	In.	D-R.	B.	S-A.	D-R.	In	10 1/16x7 1/16x9¼			6-117	Kissel.....8-126
No..	Yes.	No..	3	2⅜x1 1/16	2⅜x2⅞	abcde	Ge..	Fi*	Pu.	Yes.	Au.	Har..	Cell.	St..	Own..2	Vac..	None..	No..	D-R.	B.	S-A.	D-R.	DM..	10 1/16x7½x9 11/16			6-100	LaSalle.....340
No..	No..	Yes.	5	2x2¾	2x3½	abe.	Ge..	Fi..	Pu.	Yes.	Au.	Own	F&T.	PS....	Str.....	Vac..	Own	Ce.	D-R.	B.	S-A.	D-R.	In....	19⅛x5⅝x9¼			6-135	Lincoln.....8
No..	No..	Yes.	5	2 1/16x1⅝	2 1/16x1¾	abce.	Ge..	No*	Pu.	Yes.	No..	Fed..	Cell...	PS....	Str...1¼	Vac.	AC..	In.	D-R.	B.	S-A.	D-R.	In.	10⅝x7½x9½			6-100	Marmon Roosevelt
No..	No..	Yes.	5	2 1/16x1⅝	2 1/16x1¾	abce.	Ge.	Fi*	Pu.	No..	Ha..	MeC..	Cell.	St..	Sch..1¼	Mp.	AC..	In.	D-R.	B.	S-A.	D-R.	In.	10⅝x7⅞x9½			6-100	Marmon Eight 69
No..	No..	Yes.	5	2⅝x1 11/16	2⅝x2⅜	abce.	Ge..	Fi*	Pu.	No..	Au.	MeC..	Cell...	PS....	Sch..1½	Mp.	AC..	In.	D-R.	B.	S-A.	D-R.	In.	13 1/16x7¼x9⅝			6-144	Marmon Eight 79
No..	No..	Yes.	5	2⅝x1 11/16	2⅝x2 3/16	abce.	Ge..	Fi*	Pu.	No..	Au.	MeC..	Cell...	PS....	Sch..1¾	Mp.	AC..	In.	D-R.	B.	S-A.	D-R.	In.	13 1/16x7¼x9⅝			6-144	Marmon Big Eight
....	Yes.	No..	4			abce.	Ge.	Fi*	Pu.	Yes.					Mar.....	Mp..	AC..	In	D-R.	B.		D-R.		9 1/16x7x7¾			6-85	Marquette.....
No..	No..	Yes.	7	2x1 1/16	2x1 1/16	abcde	Ge..	Fi*	Pu.	No..	Au.	Mod.	F&T..	PS....	Car.....	Mp..	AC..	In.	A-L.	B.	S-A.	A-L.	In	9 1/16x7x9 1/16			6-105	Nash.....Single 6
No..	No..	Yes.	7	2¼x2¼	2¼x2½	abce.	Ge..	Fi*	Pu.	No..	Au.	Mod.	F&T..	PS....	Mar.....	Mp..	AC..	In.	A-L.	B.	S-A.	A-L.	In.	10 1/16x7x9¾			6-120	Nash Twin Ign. 6
No..	Yes.	Yes.	9	2⅝x1 1/16	2⅝x2½	abce.	Ge.	Fi*	Pu.	No..	Au.	Mod.	F&T.	PS....	Mar.....	Mp..	AC..	In.	A-L.	B.	S-A.	A-L.	In.	11⅛x7½x9 1/16			6-140	Nash Twin Ign. 8
No..	Yes	Yes	3	2¼x2¼	2⅝x2⅝	abcde	Ge..	Fi*	Pu.	Yes	No..	Har..	RiC...	PS....	Mar.....	Mp..	AC..	In.	D-R.	B.	Au..	D-R.	DM..	10¼x7x9¼			6-100	Oakland.....8
No..	Yes	No..	4	2¼x1¾	2 1/16x2 1/16	abcde	Ge..	Fi*	Pu.	No..	Ha..	Har..	Cell...	PS....	Joh..1¼	Mp.	AC..	Fi.	D-R.	B.	Au..	D-R.	DM..	9⅞x7¼x9½			6-80	Oldsmobile....F-30
....	Yes	Yes	7	2⅝x	2⅝x	abcde	Ge..	Fi*	Pu.	Yes	Au.	.....	RiC...	PS....	Ste.....	Vac.			N-E..	B.	S-A.	Dyn.	DM..	11⅛x6½x9⅝			6-140	Packard....726,733
....	Yes	Yes	9	2⅝x	2⅝x	abcde	Ge..	Fi*	Pu.	Yes	Au.	.....	Cell...	PS....	Ste.....	Vac.			N-E..	B.	S-A.	Dyn.	DM..	13x6½x9⅝			6-160	Packard....740,745
....	No..	No..	7	2⅛x1½	2⅛x1⅞	abc.	Ge..	Fi..	Pu..	Yes	Ha..	Fed.	Cell...	PS....	Str...1¼	Mp..			A-L.	B.		A-L.	In	9 1/16x7x9¾			6-92	Peerless.....61-A
No..	No..	Yes	5	2⅝x1⅝	2⅝x1 1/32	abce.	Ge..	Fi..	Pu..	Yes	Au.	Fed.	Cell...	St..	Sch..1¼	Mp..	AC..	In.	A-L.	B.	S-A.	A-L.	In				6-92	Peerless Mas.,Cus. 8
No..	No..	Yes	9	2⅝x1¾	2⅝x2⅛	abce.	Ge.	Fi*	Pu.	No..	Au.	Fed.	RiC...	PS.	Str...1⅝	Mp.	Uni	Ce.	D-R.	B.	S-A.	D-R.	DM..	11 1/16x7 1/16x9¼			6-128	Pierce-Arrow....132
No..	No..	Yes	9	2⅝x1¾	2⅝x2⅛	abce.	Ge.	Fi*	Pu.	No..	Au.	Fed.	RiC...	PS.	.....1¼	Mp.	Uni	Ce.	D-R.	B.	S-A.	D-R.	DM..	11 1/16x7 1/16x9¼			6-128	Pierce-Arrow 125-139
No..	No..	Yes	9	2⅝x1¾	2⅝x2⅛	abce.	Ge.	Fi*	Pu.	No..	Au.	Fed.	RiC...	PS.	.....1¼	Mp.	Uni	Ce.	D-R.	B.	S-A.	D-R.	DM..	11 1/16x7 1/16x9¼			6-128	Pierce-Arrow....126
No.	No..	.....	3	2¼x2 1/16	2¼x2⅝	abce.	Ecc	No*	Th.	Yes			RiC...	PS....	Car.....	Vac..		In.	D-R.	B.	S-A.	D-R.	DM..	10½x7½x9			6-84	Plymouth.....
No..	Yes	Yes	3	1 11/16x1 11/32	2 1/16x2	abe.	Ge..	Fi*	Pu.	Yes	No..	Har..	RiC...	PS....	Mar.1¼	Mp..	AC..	Fi.	D-R.	B.	Au..	D-R.	DM..	9x7x9¼			6-80	Pontiac.....6-30

In—Inertia
Ir—Iron
Jam—Jamestown
Joh—Johnson
L—"L" Head
L-B—Link Belt
Lyc—Lycoming
Mag—Magnetic Shift
Mar—Marvel
McC—McCord
Mod—Modine
Mor—Morse
Mp—Mechanical Pump
N-E—North East
Nl—Nickel Iron
NiS—Nickel Silver
NiSt—Nickel Steel
Opt—Optional
Pis—Piston
Pl—Plunger
Pou—Poured
Pre—Pressure
PS—Pressed Steel
Pu—Pump
Ram—Ramsey
Ri—Rigid
RiC—Ribbon Cellular
R&R—Rubber and rigid
Ru—Rubber
S-A—Semi-Automatic
Sch—Schebler
Sep—Separate Liner
SiCh—Silicon Chrome Steel
Sl—Sleeve Valve
Sp—Spring Cushioned
Spec—Special
Spl—Splash with pressure
SS—Semi-Steel
St—Steel
Ste—Stewart
Str—Stromberg
T—"T" Head
Tex—Textolite
Th—Thermo-syphon
Til—Tillotson
Tub—Tubular
Uni—United
Vac—Vacuum
Var—Various
Ver—Vertical
West—Westinghouse
Whit—Whitney
Win—Winchester
Wisc—Wisconsin
Zen—Zenith

AMERICAN PASSENGER

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke (Ins.)	GENERAL: Rated H. P. (N.A.C.C.)	GENERAL: Piston Displacement	GENERAL: Compression Ratio (to 1)	GENERAL: Maximum Brake Horsepower at Specified R.P.M.	GENERAL: Cylinder Blocks	SUSPENSION: No. of Points	SUSPENSION: Type	CRANKCASE MATERIAL: No. of Cyls. Cast in 1 Block	CRANKCASE MATERIAL: Upper ‡—Sep. Casting	CRANKCASE MATERIAL: Lower	VALVES: Arrangement	VALVES: Exhaust Valve Head Material	Front End Drive: Type	Front End Drive: Make of Chain or Non-Metallic	PISTON: Material	PISTON: Length (Ins.)	PISTON: Weight (Ozs.)	PISTON: Pin Center to Top of Head (Ins.)	PISTON: No. of Rings and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	PISTON PIN: Bearing In	CONNECTING RODS: Material	CONNECTING RODS: Center to Center Length (Ins.)	CONNECTING RODS: Weight (Oz.)	CONNECTING RODS: Lower Bearing: Diameter and Length (Ins.)	CONNECTING RODS: Lower Bearing: Type
Reo	15 Cont.	16E 6-3⅜x4	27.3	214.7	5.5	65-2800	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh.	Ch.	L-B.	Als.	3 11/16	....	2 1/16	4-4	2 3/16 x 2 3/4	FF.	St.	8 1/16	....	1 7/16 x 1 1/16	Pou.
Reo	20,25 Own	6-3⅜x5	27.3	268.3	5.3	80-3200	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh.	Ch.	Mor.	Als.	....	....	....	4-4	2 1/16 x	Pis.	St.	....	....	2 1/16 x 1 1/2	Pou.
Roamer	8-78 Lyc.	GT 8-2¾x4¾	24.2	225.7	4.94	75-3400	Ver.	4	....	8	CI.	PS.	L.	SiCh.	Ch.	....	CI.	3 1/2	20	....	....	7/16 x 2.28	Pis.	Car.	9 1/2	37	2 1/16 x 1 1/4	Pou.
Roamer	8-80, 8-88 Lyc	4H M° 8-3¼x4½	33.8	298.6	5.0	86-3000	Ver.	4	....	8	CI‡.	PS.	L.	SiCh.	Ch.	L-B.	Al.	3¾	23	1 1/16	4-4	7/16 x 2 7/8	Pis.	Dur°	9	23°	2 1/16 x 1 1/2	Pou.
Rolls-Royce	N. Ph. Own.	40-65 6-4¼x5½	43.3	468	.....	.....	Ver.	3	....	3	Al‡.	Al.	I.	SiCh	He.	.....	Als.	.....	.....	.....	5-5	1x	Rod	ASt.	.....	.....	.....	Sep.
Rolls-Royce	S. Gh. Own.	40-50 6-4½x4¾	48.6	453.5	.....	.....	Ver.	3	....	3	Al‡.	Al.	L.	SiCh.	He.	.....	Als.	.....	.....	.....	6-6	1x	Rod	ASt.	.....	.....	.....	Sep.
Studebaker	Dic. 6 Own	6-3⅜x4⅛	27.3	221.4	4.8	68-3200	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh°.	Ch.	Whit.	CI.	3 7/8	....	2 11/32	5-4	7/16 x 3	Pis.	St.	10 1/4	35	2 1/16 x 1 1/2	Pou.
Studebaker	Dic. 8 Own	8-3 1/16x3¾	30.0	221.0	5.0°	70-3200	Ver.	4	Ru.	8	CI.	PS.	L.	SiCh°.	He.	Var.	Als.	3¾	....	2 7/32	4-3	7/16 x 2 5/8	Pis.	St.	8¼	28	1 7/16 x 1 1/16	Pou.
Studebaker	Com. 6 Own	6-3⅜x4⅝	27.3	248.3	4.8	75-3000	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh°.	Ch.	Whit.	CI.	3 7/8	....	2 11/32	5-4	7/16 x 3	Pis.	St.	10	36 1/16	2 x 1 1/2	Pou.
Studebaker	Com. 8 Own	8-3 1/16x4¼	30.0	250.4	5.1°	80-3600	Ver.	4	Ru.	8	CI.	PS.	L.	SiCh°.	He.	Var.	Als.	3¾	14	2 7/32	4-4	1 7/16 x 1 1/16	Pis.	St.	8	27½	1 7/16 x 1 1/16	Pou.
Studebaker	Pres. Own	8-3½x4⅜	39.2	337	5.05°	115-3200	Ver.	4	Ru.	8	CI.	PS.	L.	SiCh°.	He.	Var.	Als.	4 1/4	21	2 11/32	4-4	1 1/16 x 3 1/16	Pis.	St.	9 1/2	40	2 1/4 x 1	Pou.
Stutz	Series M Own	8 8-3⅝x4½	36.4	322	5.0°	113-3300	Ver.	3	Ri.	8	CI.	Al.	Co.	SiCh.	Ch.	L-B.	Als.	4 11/64	27	2 11/64	4-4	1 1/16 x 2 11/64	FF.	Als.	9¼	36	2 5/16 x 1 3/8	Ce.
Viking	V-30 Own	8-3⅝x3⅝	36.5	259.5	5.1	81-3200	Vee.	4	Ru.	8	CI‡.	Al.	H.	SiCh.	Ch.	Whit.	CI.	3 7/8	28¾	2 1/16	3-3	11/16 x 3 1/16	Rod	St.	7 1/8	28¾	2 x 1 3/8	Pou.
Whippet	96-A Own.	96A 4-3½x4¾	15.6	145.7	5.4	40-3200	Ver.	4	....	4	CI.	PS.	L.	SiCh.	Ch.	Mor°.	Als.	.....	.....	.....	3-3	11/16 x	Rod	Car.	9 3/16	....	1 7/16 x 1 1/16	Ce.
Whippet	98-A Own.	98A 6-3½x3⅞	23.4	178.3	5.12	50-3000	Ver.	4	....	6	CI.	PS.	L.	SiCh.	Ch.	L-B°.	Als.	.....	.....	.....	3-3	11/16 x	Rod	Car.	9 5/8	....	1 7/16 x 1 1/16	Ce.
Willys-Knight	66-B Own.	66B 6-3⅜x4¾	27.3	255	5.5	82-3200	Ver.	4	Ru.	6	CI.	PS.	Sl.	Sl.	Ch.	L-B°.	Als.	.....	.....	.....	4-4	7/16 x	Rod	Car.	11	....	2 1/16 x 1 1/2	Ce.
Willys-Knight	70-B Own.	70B 6-2 11/16x4¾	20.7	177.9	5.5	53-3000	Ver.	4	....	6	CI.	PS.	Sl.	Sl.	Ch.	L-B.	Als.	.....	.....	.....	4-4	11/16 x	Rod	Car.	10	....	2 x 1 1/16	Ce.
Willys Six	98B Own.	98B 6-3¼x3⅞	25.3	193	5.6	65-3400	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh°.	Ch.	Mor°.	CI.	.....	.....	.....	3-3	11/16 x	Rod	Car.	8¼	....	2 x 1 1/16	Ce.
Windsor	6-69 Cont.	37L 6-2⅞x4¾	19.8	185	5.0	47-2600	Ver.	3	Ri.	6	NL.	PS.	L.	ChN.	Ch.	Mor.	Als.	3 5/16	22	....	4-	11/16 x	FF.	Car.	9	27	2 x 1 1/2	Pou.
Windsor	6-75 Cont.	11E 6-3⅜x4	27.3	214.7	4.94	66-3150	Ver.	4	Ri.	6	NL.	PS.	L.	ChN.	Ch.	Mor.	Als.	3 11/16	21	....	4-	11/16 x	FF.	Car.	8 1/16	33	1 7/16 x 1 3/8	Pou.
Windsor	8-85, 8-92 Cont.	15S 8-3x4¾	28.8	268.8	5.0	86-3200	Ver.	4	....	8	CI.	PS.	L.	SiCh.	Ch.	Mor.	Als.	3 5/8	22½	....	4-	11/16 x	FF.	Car.	9¾	25½	2 1/4 x 1 1/16	Pou.

ABBREVIATIONS:

°—Crankcase Ventilator —Others used
a—Main bearings
A-Bos—American Bosch
Al—Aluminum
A-L—Auto-Lite
Als—Aluminum Alloy with strut
AM—Air Maze
ASt—Alloy Steel
ATC—Air Tube Cellular
Au—Automatic
b—Connecting Rods
B—Battery
c—Camshaft bearings
Car—Carbon Steel
Car—Carter (Carburetor)
Ce—Centrifugal
Cel—Celoron
Cell—Cellular.
Ch—Chain
ChN—Chrome Nickel
Chr—Chromium
Cl—Cast Iron
CM—Chrome Molybdenum steel
Co—Chain. Overhead Camshaft
Cont—Continental
CSM—Chrome Silica Manganese
d—Wristpins
DeJ—DeJon
Di—Distillation
Dia—Diamond Chain
Die—Die Cast
DM—Direct Mechanical (Sliding Gear)
D-R—Delco Remy
Dur—Duralumin
Dyn—Dyneto
e—Timing Drive
Ecc—Eccentric
F—In head and side
F&T—Fin and Tube
Fed—Fedders
FF—Full Floating
Fi—Filter
GE—General Electric
Ge—Gear
Gra—Gravity
GS—German Silver
H—Horizontal
Ha—Hand
Han—Handy
Har—Harrison
He—Helical Gear
I—Valve in Head

Official Speed Records

Class A—Over 8000 cc.

Record	Speed	Drivers	Car	Track
	k.p.h.			
1 kilometer (s)	137.562	E. A. D. Eldridge	Fiat	Arpajon
1 kilometer (f)	372.47	H. O. D. Segrave	Irving Napier	Daytona
	m.p.h.			
1 mile (s)	96.63	K. Lee Guinness	Sunbeam	Brooklands
1 mile (f)	231.36	H. O. D. Segrave	Irving Special	Daytona
	k.p.h.			
5 kilometers (f)	347.69	Malcolm Campbell	Irving Arrol Aster	Verneuk Pan
	m.p.h.			
5 miles (f)	211.91	Malcolm Campbell	Irving Arrol Aster	Verneuk Pan
	k.p.h.			
10 kilometers (f)	206.185	J. R. Cobb	Delage	Brooklands
	m.p.h.			
10 miles (f)	128.01	J. R. Cobb	Delage	Brooklands
American Records				
	m.p.h.			
1 mile (s)	92.71	DePalma	Packard "905"	Daytona
	k.p.h.			
1 kilometer (f)	372.478	Segrave	Irving Napier Special	Daytona
	m.p.h.			
1 mile (f)	231.362	Segrave	Irving Napier Special	Daytona

Class B—5001-8000 cc.

Record	Speed	Drivers	Car	Track
	k.p.h.			
1 kilometer (s)	124.481	J. G. P. Thomas	Leyland	Brooklands
1 kilometer (f)	212.014	J. G. P. Thomas	Leyland	Brooklands
	m.p.h.			
1 mile (s)	88.47	J. G. P. Thomas	Leyland	Brooklands
1 mile (f)	130.34	J. G. P. Thomas	Leyland	Brooklands
	k.p.h.			
5 kilometers (f)	225.056	Breton	Panhard	Montlhery
	m.p.h.			
5 miles (f)	138.78	Breton	Panhard	Montlhery
	k.p.h.			
10 kilometers (f)	223.63	Breton	Panhard	Montlhery
	m.p.h.			
10 miles (f)	126.03	J. G. P. Thomas	Leyland	Brooklands
American Records				
	k.p.h.			
1 kilometer (f)	166.975	Goodspeed	Roamer	Daytona
	m.p.h.			
1 mile (f)	110.803	Lewis	Duesenberg	Sheepshead Bay
	m.p.h.			
5 miles (f)	110.816	Lewis	Duesenberg	Sheepshead Bay

CAR ENGINES—Continued

CRANKSHAFT						OILING SYSTEM			COOLING SYSTEM					FUEL SYSTEM				ELECTRICAL SYSTEM							CAR MAKE AND MODEL
			Main Bearings								Radiator					Air Cleaner		Ignition					Battery			
Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Front Diameter and Length (Ins.)	Rear Diameter and Length (Ins.)	Pressure to	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Make	Core Type	Shell Material	Carbureter Make and Size (Ins.)	Feed Type	Make	Type	Make	Current Source	Spark Control	Generator and Starter Make	Starter Engagement	Length	Width	Height	Volts and Ampere-Hrs.	
No..	No..	No .	7	2⅛x1½	2⅛x1⅞	abce.	Ge..	No*	Pu..	Yes	No..	Har...	Cell...	PS....	Sch..1¼	Mp...	Uni...	Ce..	D-R.	B....	S-A..	D-R.	DM..	8¼x7¼x9⅝			6-90	Reo.....15
No..	No..	Yes	7	2¼x2¼	2¼x2¾	abce.	Ge..	Fi*	Pu..	Yes	No..	Har...	Cell...	PS....	Sch..1½	Vac..	Uni...	Ce..	D-R.	B....	S-A..	D-R.	DM..	10¼x7¼x9¼			6-120	Reo.....20,25
No..	No..	....	5	2⅝x1¾	2⅝x1⅞	ab...	Ge...	No..	Pu..						Sch.....	Vac..			A-L.	B....	S-A..	A-L.	In...	10⅝x7⅝x9¾			6-130	Roamer.....8-78
No..	No..	Yes.	5	2⅝x1¾	2⅝x1¾	ab...	Ge...	No..	Pu..	No..	No..				Sch..1½	Vac..	No..		A-L.	B....	S-A..	A-L.	In...	10⅝x7¼x9¾			6-130	Roamer..8-80, 8-88
No..	No..	Yes.	7			abede	Ge...	No..	Pu..	No..	Au..	Own..	ATC..	NI....	Own....	Vac..	AM...	Fi..	DeJ..	B....	S-A..	Own.	Mag.				6-120	Rolls-Royce..N. Ph.
No..	No..	Yes.	7			abede	Ge...	No..	Pu..	No..	Ha..	Own..	ATC..	NI....	Own....	Pre...	None..	No..	A Bos	B....	S-A..	West.	Mag.	13⅝x7⅝x9⅛			6-120	Rolls-Royce..S. Gh.
No..	Yes.	Yes.	4	2⅛x2⅛	2⅛x2⅛	abce.	Ge...	Fi..	Pu..	Yes.	No..	Long..	Tub...	St....	Str..1¼	Mp...	None..	No..	D-R.	B....	S-A..	D-R.	DM..	9¼x7¼x9¼			6-90	Studebaker...Dic. 6
No..	No..	Yes.	9	2x1⅝	2x1⅞	abce.	Ge...	Fi..	Pu..	Yes.	No..	Long..	Tub...	St....	Str..1¼	Mp...	AM...	Fi..	D-R.	B....	S-A..	D-R.	DM..	9¼x7¼x9¼			6-90	Studebaker...Dic. 8
No..	No..	Yes.	4	1⅞x2⅛	2⅛x2⅛	abce.	Ge...	Fi..	Pu..	Yes.	No..	McC..	Tub...	St....	Str..1¼	Mp...	None..	No..	D-R.	B....	S-A..	D-R.	DM..	9¼x7¼x9¼			6-90	Studebaker..Com. 6
No..	No..	Yes.	9	2x1⅝	2x1⅞	abce.	Ge...	Fi..	Pu..	No..	Au..	McC..	Tub...	St....	Str..1¼	Mp...	AM...	Fi..	D-R.	B....	S-A..	D-R.	DM..	9¼x7¼x9¼			6-90	Studebaker..Com. 8
No..	No..	Yes.	5	2⅝x1¾	2⅝x2⅛	abce.	Ge...	Fi..	Pu..	No..	Au..	Long..	Tub...	St....	Str..1¼	Mp...	AM...	Fi..	D-R.	B....	S-A..	D-R.	DM..	10¼x7¼x9¼			6-111	Studebaker...Pres.
No..	No..	No..	9	2⅛x3⅛	2½x2⅝	abede	Ge...	Fi..	Pu..	No..	Au..	Fed...	Cell...	St....	Zen...2°	Vac*..	AM...	Fi..	D-R.	B....	S-A..	D-R.	DM..	13x7x8			6-170	Stutz....Series M
No..	Yes.	No..	3	2¼x1⅞	2½x3⅜	abede	Ge...	Fi*	Pu .	Yes.	Au..	Har...	Cell...	PS....	Joh..1½	Mp...	AC...	Fi..	D-R.	B....	S-A..	D-R.	DM..	10			6-100	Viking.....V-30
⅛	No..	No..	3	1⅞x2	1⅞x1⅞	abce.	Ge...	No..	Pu..	No..	No..	Own..	Cell...	PS....	Til.....1	Vac..	Til...	Ce..	A-L.	B....	S-A..	A-L.	In...	9¼x7¼x8			6-96	Whippet.....96-A
No..	No..	No..	7	2¼x2	2¼x2½	abce.	Ge...	No..	Pu..	No..	No..	Own..	Cell...	PS....	Til.....1	Vac..	Til...	Ce..	A-L.	B....	S-A..	A-L.	In...	10⅝x7¼x8			6-115	Whippet.....98-A
¼	No..	No..	7	2⅝x1	2⅝x2¼	abede	Ge...	No..	Pu..	No..	Au..	Own..	Cell...	PS....	Til...1¼	Vac..	Til...	Ce..	N-E..	B....	S-A..	N-E..	In...	13			6-166	Willys-Knight 66-B
	No..	No..	7	2⅝x2	2⅝x2½	abce.	Ge...	No..	Pu..	Yes.	No..	Own..	Cell...	PS....	Til.....1	Vac..	Til...	Ce..	A-L.	B....	S-A..	A-L.	In...	10½x7½x9			6-127	Willys-Knight 70-B
No..	Yes.	No..	4	2⅝x1⅝	2⅝x2	abce.	Ge...	No..	Pu..	Yes.	No..	Fed...	Cell...	PS....	Til..1⅜	Vac..	Til...	Ce..	A-L.	B....	S-A..	A-L.	In...	10⅝x7¼x8			6-115	Willys Six.....98B
No..	No..	No..	4	2⅛x1½	2⅛x1⅞	abc..	Ge...	Fi..	Pu..	No..	Ha..	Fed...	RiC...	PS....	Str.....1	Vac..	None..	No..	A-L.	B....	Au..	A-L.	In...	9x7¼x8			6-84	Windsor.....6-69
No..	No..	Yes.	7	2⅛x1⅞	2⅛x1⅞	abc..	Ge...	Fi*	Pu..	No..	Ha..	Fed...	RiC...	PS....	Str..1¼	Vac..		In..	D-R.	B....	S-A..	D-R.	In...	10¼x7x9¼			6-119	Windsor.....6-75
No..	Yes	Yes.	5	2⅝x1⅝	2⅝x2⅝	abc..	Ge...	Fi..	Pu..	Yes.	Ha..	Fed...	RiC...	PS....	Str..1¼	Mp...	AM...	Fi..	D-R.	B....	S-A..	D-R.	In...	13x7x9½			6-142	Windsor..8-85, 8-92

In—Inertia
Ir—Iron
Jam—Jamestown
Joh—Johnson
L—"L" Head
L-B—Link Belt
Lyc—Lycoming
Mag—Magnetic Shift
Mar—Marvel
McC—McCord
Mod—Modine

Mor—Morse
Mp—Mechanical Pump
N-E—North East
NI—Nickel Iron
NiS—Nickel Silver
NiSt—Nickel Steel
Opt—Optional
Pis—Piston
Pl—Plunger
Pou—Poured
Pre—Pressure

PS—Pressed Steel
Pu—Pump
Ram—Ramsey
Ri—Rigid
RiC—Ribbon Cellular
R&R—Rubber and rigid
Ru—Rubber
S-A—Semi-Automatic
Sch—Schebler
Sep—Separate Liner
SiCh—Silicon Chrome Steel

Sl—Sleeve Valve
Sp—Spring Cushioned
Spec—Special
Spl—Splash with pressure
SS—Semi-Steel
St—Steel
Ste—Stewart
Str—Stromberg
T—"T" Head
Tex—Textolite
Th—Thermo-syphon

Til—Tillotson
Tub—Tubular
Uni—United
Vac—Vacuum
Var—Various
Ver—Vertical
West—Westinghouse
Whit—Whitney
Win—Winchester
Wisc—Wisconsin
Zen—Zenith

for World Racing Cars

Class C—3001-5000 cc.

Record	Speed	Drivers	Car	Track
	k.p.h.			
1 kilometer (s)	137.719	K. Don	Sunbeam	Brooklands
1 kilometer (f)	226.843	K. Don	Sunbeam	Brooklands
	m.p.h.			
1 mile (s)	100.77	K. Don	Sunbeam	Brooklands
1 mile (f)	136.98	K. Don	Sunbeam	Brooklands
	k.p.h.			
5 kilometers (f)	209.887	K. Don	Sunbeam	Brooklands
	m.p.h.			
5 miles (f)	130.28	K. Don	Sunbeam	Brooklands
	k.p.h.			
10 kilometers (f)	209.485	K. Don	Sunbeam	Brooklands
	m.p.h.			
10 miles (f)	130.0	K. Don	Sunbeam	Brooklands

American Records

	k.p.h.			
1 kilometer (f)	197.585	Murphy	Meteor Duesenberg	Daytona
	m.p.h.			
1 mile (f)	122.615	Murphy	Meteor Duesenberg	Daytona
	m.p.h.			
5 miles	120.691	Murphy	Meteor Duesenberg	Daytona

Class D—2001-3000 cc.

Record	Speed	Drivers	Car	Track
	k.p.h			
1 kilometer (s)	122.741	K. Don	Bugatti	Brooklands
1 kilometer (f)	197.152	K. Don	Bugatti	Brooklands
	m.p.h.			
1 mile (s)	85.14	K. Don	Bugatti	Brooklands
1 mile (f)	121.08	K. Don	Bugatti	Brooklands
	k.p.h.			
5 kilometers (f)	200.490	G. E. T. Eyston	Bugatti	Brooklands
	m.p.h.			
5 miles (f)	123.35	G. E. T. Eyston	Bugatti	Brooklands
	k.p.h.			
10 kilometers (f)	200.0	G. E. T. Eyston	Bugatti	Brooklands
	m.p.h.			
10 miles (f)	123.78	G. E. T. Eyston	Bugatti	Brooklands

American Records

	m.p.h.			
1 mile (f)	198.292	Lockhart	Stutz Special	Daytona
5 miles	118.11	Durant	Durant	Beverly Hills

Indianapolis Records
500 Miles

Year	M.P.H.	Drivers	Car	Class
1925	101.13	De Paolo	Duesenberg Special	E
1928	99.482	Meyer	Miller Special	F

1930 PASSENGER CAR BODY AND

NOTE: The body models listed below represent the lowest pri

MAKE & MODEL OF CHASSIS	GENERAL: Body Model	Price ($)	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)*	BODY: Number of Doors	Body Framework Material	Covering Materials: Body Panels	Rear Upper Quarter Sections	Upholstery	Top	Type of Finish	STANDARD EQUIPMENT: Wheels (Type and Make)	Bumpers	Shock Absorbers (Make)	Non Shatterable Glass	Trunk Rack	Trunk	Spare Tire	Spare Tire Lock	Engine Heat Indicator	Dash Gasoline Gage	Car Heater	Cigar Lighter	Rear Traffic Signal	Vanity and Smoking Set	Clock	Front Seat Adjustable	Locks and Theft-proof Devices
Auburn 6-85	Spt. Sedan	995	120	18x5.50	3255	4	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox	AE	N	Lo.	N	N	N	N	Y	Y	Y	N	Y	Y	N	N	N	I, D
Auburn 8-95	Spt. Sedan	1195	125	18x6.00	3500	4	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox	AE	N	Lo.	N	N	N	N	Y	Y	Y	N	Y	Y	N	N	N	I, D
Auburn 125	Spt. Sedan	1495	130	18x6.50	3900	4	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox	AE	N	Lo.	N	N	Y	N	Y	Y	Y	N	Y	V	N	N	I	D
	Speedster	2535	127½	31x6.00	4155	4	M&W	Alum		Leather	RCF	Pyrox	AM	Y	Lo.	Y	Y	N	Y	Y	Y	Y	N	Y	Y	N	Y	Y	I, S, F
Blackhawk L6	Sedan	2395	127½	31x6.00	4520	4	M&W	Steel	Steel	Broad		Pyrox	AM	Y	Lo.	Y	Y	N	Y	Y	Y	Y	N	Y	Y	N	Y	Y	I, S, D, F
	Speedster	2535	127½	31x6.00	4050	4	M&W	Alum		Leather	RCF	Pyrox	AM	Y	Lo.	Y	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	I	I, S, F
Blackhawk L8	Coupe	1995	127½	31x6.00	4105	2	M&W	Steel	Steel	Broad		Pyrox	AM	Y	Lo.	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	I, S, D, F
	Phaeton	1310	118	29x5.50	3579	4	M&W	Steel		Leather		Pyrox	W	Y	DR		Y				Y	Y		Y					I, S
Buick 40	Sedan	1270	118	29x5.50	3785	2	M&W	Steel	Steel	Mohair		Pyrox	A		DR						Y	Y		Y					I, S
Buick 50	Coupe	1510	124	31x6.50	4312	2	M&W	Steel	Steel	Mohair		Pyrox	A		DR						Y	Y		Y					I, S
Buick 60	Spt. Coupe	1695	132	31x6.50	4433	2	M&W	Steel	Steel	Mohair		Pyrox	A	Y	DR						Y	Y		Y					I, S
	A. W. Phaeton	4700	140	19x7.00	5015	4	M&W	Steel		Leather	Varies	Pyrox	AJ	Y	DR	Y	N	N	N	Y	Y	Y	N	Y	Y	V	Y	Y	I, T
Cadillac 353	Town Sedan	3495	140	19x7.00	5080	4	M&W	Steel	Steel		Varies	Pyrox	AJ	Y	DR	Y	Y	Y	N	Y	Y	Y	N	Y	Y	N	Y	Y	I, T
	A. W. Phaeton	6650	148	19x7.00		4					Varies	Pyrox	AJ	Y	DR	Y				Y	Y	Y	N	Y	Y			I	I, T
Cadillac 452	Sedan	5950	148	19x7.00		4					Varies	Pyrox	AJ	Y	DR	Y				Y	Y	Y	N	Y	Y		Y		I, T
	Phaeton	495	107	4.75x19		4	M&W	Steel	Steel	Leather	Fab.Lea	Pyrox	DO	N	Lo.	N	N	N	N	Y	Y	Y	N	Y	Y	N	N	I	I, S
Chevrolet	Coach	565	107	4.75x19		2	M&W	Steel	Steel	Corduroy	Fab.Lea	Pyrox	DO	N	Lo.	N	N	N	N	Y	Y	Y	N	Y	Y	N	N	Y	I, S, D
	Phaeton	1025	177‡	5.50x18	*2695*	4	M&W	Steel	Steel	Leather		Pyrox	A	N		N	N	N	N	Y	Y			Y				Y	I, S, F
Chrysler 66	Brougham	995	177‡	5.50x18	*2850*	2	M&W	Steel	Steel	Mohair		Pyrox	A	N		N	N	N	N	Y	Y			Y				Y	I, S, D, F
	Phaeton	1295	182‡	5.50x18	*3235*	4	M&W	Steel	Steel	Leather		Pyrox	A	N		N	N	N	N	Y	Y			Y				Y	F
Chrysler 70	Brougham	1345	182‡	5.50x18	*3435*	2	M&W	Steel	Steel	Mohair	RCF	Pyrox	A	N		N	N	N	N	Y	Y			Y				Y	D, F
	Phaeton	1795	189½‡	6.00x18		4	M&W	Steel	Steel	Leather		Pyrox	A	N		N	N	N	Y	Y	Y			Y				Y	F
Chrysler 77	Royal Sedan	1725	189½‡	6.00x18	*3755*	4	M&W	Steel	Steel	Broad	Py-Fa	Pyrox	A	N		N	N	N	N	Y	Y			Y				Y	D, F
	Roadster	2995	203‡	7.00x18	*3955*	2	M&W	Steel	Steel	Leather	Fabric	Pyrox	A	Y	Ho.	N	N	N	N	Y	Y	Y	N	Y	N	Y	Y	F
Chrysler Imperial	Sedan	3075	203‡	7.00x18	*4335*	4	M&W	Steel	Steel	Mohair	Py-Fa	Pyrox	A	Y	Ho.	N	N	N	N	Y	Y	Y	N	Y	Y	Y	Y	D, F
Cord L-29	Sedan	3095	137½	18x7.00	*4620*	4	M&W	Steel	Fabric	Mohair	Fabric	Pyrox	W D	N	Ho.	N	N	N	N	Y	Y	Y	N	Y	S	N	Y	I
	Touring		132	32x6.75		4						Pyrox		Y		N	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	
Cunningham V-9	Enc. Dr. Lim.		132	32x6.75		4						Pyrox		Y		N	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	
	Touring	845	169‡	5.00x19	2445	4	M&W	Steel	Steel	Leather		Pyrox	A	N	Lo.	N	N	N	N	N	Y	N	N	Y	N	N	Y	
De Soto 6	Sedan	845	169‡	5.00x19	2580	2	M&W	Steel	Steel	Velour	RCF	Pyrox	A	N	Lo.	N	N	N	N	N	Y	N	N	Y	N	N	Y	
	Phaeton	1035		19x5.25		4	M&W	Steel	Steel			Pyrox	A								Y			Y			Y	
De Soto St. 8	Sedan	995		19x5.25		4	M&W	Steel	Steel			Pyrox	A								Y			Y			Y	
	Phaeton	875	155⅞‡	5.00x19		4				Letaher		Pyrox	AK	N	DR	N	N	N	N	N	Y	N	N	Y	N	N	Y	
Dodge Bros. DD6	Coupe	855	155⅞‡	5.00x19		2				L or V		Pyrox	AK	N	DR	N	N	N	N	N	Y	N	N	Y	N	N	Y	
	Phaeton	1025	159½‡	5.50x19	2730	4	Steel	Steel	Steel	Leather		Pyrox	AK	N	Lo.	N	N	N	N	N	Y	N	N	Y	N	N	I	
Dodge Bros. Six	Sedan	925	159½‡	5.50x19	2876	2	Steel	Steel	Steel	Broad		Pyrox	AK	N	Lo.	N	N	N	N	N	Y	N	N	Y	N	N	I	
	Roadster	1615	167⅛‡	6.00x19	3303	2	Steel	Steel	Steel	Leather		Pyrox	AK	N	Lo.	N	N	N	N	Y	Y	N	N	Y	N	N	I	
Dodge Bros. Senior 6	Sedan	1545	167⅛‡	6.00x19	3419	2	Steel	Steel	Steel	Varies		Pyrox	AK	N	Lo.	N	N	N	N	Y	Y	N	N	Y	S	N	Y	I
	Phaeton	1145	165‡	5.50x18		4	Steel	Steel	Steel	Leather		Pyrox	AM	N	DR	N	N	N	N	Y	Y	N	N	Y	N	N	Y	
Dodge Bros. DC8	Sedan	1145	165‡	5.50x18	3043	4	Steel	Steel	Steel	Broad		Pyrox	AM	N	DR	N	N	N	N	Y	Y	N	N	Y	S	N	Y	
	Spt. Phaeton		141	32x6.75	4400	4						Pyrox	WS	Y	Lo.		Y	Y	Y	N	Y	Y	N	Y		Y	Y	
du Pont G	Sedan		141	32x6.75	4550	4						Pyrox	AS	Y	Lo.		N	Y	Y	N	Y	Y	N	Y	Y	Y		
	Phaeton	960		29x5.00		4	M&W	Steel		Leather		Pyrox	AK	Y	Mo	N	N	N			Y	Y	N	Y	N	N	N	I
Durant 6-14	Std. Sedan	845		29x5.00		4	M&W	Steel	Steel	Velour		Pyrox	AK	Y	Mo	N	N	N			Y	Y	N	Y	N	N	N	I
	Phaeton	1185		29x5.50		4	M&W	Steel		Leather		Pyrox		N	Mo	N	N	N			N	Y	N	N	N	N	N	I
Durant 6-17	Std. Sedan	1065		29x5.50		4	M&W	Steel	Steel	Mohair		Pyrox		N	Mo	N	N	N			N	Y	N	N	S	N	Y	I
	Roadster	1245	117	29x5.00	2658	2	M&W	Steel		Leather	RCF	Pyrox	A	Y	Co.		Y	N	Y	N	Y	Y	N	N	Y	N	N	I
Elcar 75-A	Sedan	1295	117	29x5.00	2942	4	M&W	Steel	Steel	Velour	RCF	Pyrox	A	Y	Co.		Y	N	Y	N	Y	Y	N	N	Y	N	N	I
	Roadster	1535	123	30x5.50	3195	2	M&W	Steel		Leather	RCF	Pyrox	A	Y	Co.		Y	N	N	N	Y	Y	N	N	Y	N	N	I
Elcar 95	Sedan	1595	123	30x5.50	3299	4	M&W	Steel	Steel	Velour	RCF	Pyrox	A	Y	Co.		Y	N	N	N	Y	Y	N	N	Y	N	N	I
	Roadster	1635	123	30x5.50	3300	2	M&W	Steel		Leather	Im.Lea	Pyrox	A	Y	Co.		Y	N	N	N	Y	Y	Y	N	Y	N	N	I
Elcar 96	Sedan	1695	123	30x5.50	3405	2	M&W	Steel	Steel	Velmo	RCF	Pyrox	A	Y	Co.		Y	N	N	N	Y	Y	Y	N	Y	N	Y	I
	Touring	1995		6.50x20		4	M&W	Steel		Leather		Pyrox																I
Elcar 130	Sedan	1995		6.50x20		4	M&W	Steel	Steel	Velmo		Pyrox																I
	Roadster	2645	135			2						Pyrox	W		Ga.		Y		Y	Y	Y			Y	Y		Y	I
Elcar 140	Sedan	2645	135			4						Pyrox	W		Ga.		Y		Y	Y	Y			Y	Y		Y	I
	Tourer	965	114	19x5.25		4	M&W	Steel	Fabric	Leather		Pyrox	AK	N	Lo.	N	N	N			Y	Y	N	N	Y	N	N	Y	I
Erskine 53	Club Sedan	895	114	19x5.25		2	M&W	Steel	Steel	Mohair		Pyrox	AK	N	Lo.	N	N	N			Y	Y	N	N	Y	N	N	Y	I
	Phaeton	925	113	19x5.00		4	Steel	Steel	Steel	Varies	Im.Lea	Pyrox	AM	Y	Mo	N	N	N	N	N	Y	Y	N	N	Y	N	N	N	I
Essex Super 6	Coach	765	113	19x5.00		2	Steel	Steel	Steel	Varies	Im.Lea	Pyrox	AM	Y	Mo	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I
	Phaeton	440	103½	4.75x19	2203	4	Steel	Steel	Steel	Im.Lea	RCF	Pyrox	WO	N	Ho.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	N	I, D
Ford A	Tudor Sedan	500	103½	4.75x19	2343	2	Steel	Steel	Steel		RCF	Pyrox	WO	N	Ho.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	N	I, D
	Pursuit	2670	125	19x6.50	3870	4	M&W	Steel	Steel	Leather	Fabric	Pyrox	AM	Y	Wh	Y	N	N			N	Y	N	Y	Y	N	Y	I	
Franklin 145	Sedan	2485	125	19x6.50	4050	4	M&W	Steel	Steel	Broad	RCF	Pyrox	AM	Y	Wh	Y	N	N			N	Y	N	Y	Y	N	Y	I	
	Touring	2785	132	19x6.50	4170	4	M&W	Steel	Steel	Leather	Fabric	Pyrox	AM	Y	Wh	Y	Y	N			N	Y	N	Y		N	Y	I	
Franklin 147	Salon Spec.	2600	132	19x6.50	4180	4	M&W	Steel	Steel	Broad	RCF	Pyrox	AM	Y	Wh	Y	Y	N			N	Y	N	Y	Y	N	Y	I	
	Spt. Phaeton	1295	122	29x5.50	3120	4	M&W	Steel		Leather		Pyrox	AE	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	I	
Gardner 136	Spt. Sedan	1195	122	29x5.50	3250	4	M&W	Steel	Fabric	Mohair		Pyrox	AE	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	I	
	Spt. Phaeton	1695	125	29x5.50	3290	4	M&W	Steel		Leather		Pyrox	AE	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	I	
Gardner 140	Spt. Sedan	1595	125	29x5.50	3400	4	M&W	Steel	Fabric	Mohair		Pyrox	AE	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	I	
	Spt. Phaeton	2045	130	30x6.50	3630	4	M&W	Steel		Leather		Pyrox	AE	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	I	
Gardner 150	Spt. Sedan	1945	130	30x6.50	3800	4	M&W	Steel	Fabric	Mohair		Pyrox	AE	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	I	
	Phaeton	1015	115	5.25x19		4	M&W	Steel	Steel	Leather		Pyrox	A	N	Lo.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	I	I, S
Graham Std. 6	Sedan	895	115	5.25x19		2	M&W	Steel	Steel	Bedf. C		Pyrox	A	N	Lo.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	I	I, S
	Phaeton	1245	115	5.50x18		4	M&W	Steel	Steel	Leather		Pyrox	A	N	Lo.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	I	I, S
Graham Spec. 6	Sedan	1125	115	5.50x18		2	M&W	Steel	Steel	Mohair		Pyrox	A	N	Lo.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	I	I, S
Graham Std. 8	Sedan	1445	122	6.00x18		4	M&W	Steel	Steel	Mohair		Pyrox	A	N	Lo.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	I	I, S
Graham Spec. 8	Sedan	1595	122	6.00x18		4	M&W	Steel	Steel	Mohair		Pyrox	A	N	Lo.	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	I	I, S
	Phaeton	2295	127	6.50x19		4	M&W	Steel	Steel	Leather		Pyrox	A	N	Ho.	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	I	I, S
Graham Cus. 8	Sedan	2025	127	6.50x19		4	M&W	Steel	Steel	Mohair		Pyrox	A	N	Ho.	Y	N	N	N	N	Y	Y	N	N	Y	Y	N	I	I, S
	Phaeton	1309	119	18x5.50		4	Steel	Steel	Steel			Pyrox		Y	Mo						Y	Y	N		Y	S	N	I	
Hudson Great 8	Coach	1059	119	18x5.50		2	Steel	Steel	Steel			Pyrox		Y	Mo						Y	Y	N		Y		N	I	
	Phaeton	1100		29x5.25	*2775*	4	M&W	Steel	Steel	Leather		Pyrox	A	N	Mo	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I
Hupmobile S	Sedan	1060		29x5.25	*2885*	4	M&W	Steel	Steel	M or L		Pyrox	A	N	Mo	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I
Hupmobile C	Std. Sedan	1595		31x6.00	*3640*	4				M or L		Pyrox	A	N	Ga.	N	Y	N	N		N	Y	N	N	Y	S	N	Y	I
Hupmobile H	Sedan	1985	125	19x6.50	*4090*	4	M&W	Steel	Steel	Varies		Pyrox	A	N	Ga.	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I
Hupmobile U	Sedan		137	19x6.50		4						Pyrox		N		N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I

ABBREVIATIONS:

*—Italics denote Shipping Weight
‡—Overall Length
°—Others furnished
A—Artillery
AE—Artillery-Bimel
AJ—Artillery-Jaxon
AK—Artillery-Kelsey-Hayes
Alum—Aluminum
AM—Artillery-Motor Wheel
AU—Artillery-Mutual
Bedf. C.—Bedford Cord
B or L—Broadcloth
Broad—Broadcloth
C—(Wheels) Optional
Co—Continental
D—Door (Lock)
DM—Disk-Motor Wheel
DO—Disk-Own
DR—Delco-Remy
F—Fedco Numbering
Fab. Lea.—Fabric Leather.
Ga—Gabriel
He—Houdaille
I—Ignition
Im.Lea.—Imitation Leather
Lo—Lovejoy
L or V—Leather or Velour
M or B—Mohair or Broadcloth
Mo—Monroe
M&W—Metal & Wood
N—No or None
On—Own
Opt—Optional
P or M—Plush or Mohair
Py-Fa—Pyroxylin Fabric
Pyrox—Pyroxylin Finish
RCF—Rubber Coated Fabric
S—Steering Wheel Lock
T—Transmission Lock
W—Wire (Wheels)
Wa—Watson
WB—Wire-Budd
WD—Wire Dayton
Wh—Wahl
WM—Wire-Motor Wheel
WO—Wire-Own
WS—Wire-St Marys
Y—Yes

EQUIPMENT SPECIFICATIONS

ced 4-5 passenger open and closed bodies fitted on each chassis

MAKE & MODEL OF CHASSIS	GENERAL					BODY							STANDARD EQUIPMENT																			
	Body Model	Price ($)	Wheelbase (Ins.)	Tire Size (Ins.)	Weigh. of Complete Car (Lbs.)*	Number of Doors	Body Framework Material	Covering Materials: Body Panels	Covering Materials: Rear Upper Quarter Sections	Covering Materials: Upholstery	Covering Materials: Top	Type of Finish	Wheels (Type and Make)	Bumpers	Shock Absorbers (Make)	Non Shatterable Glass	Trunk Rack	Trunk	Spare Tire	Spare Tire Lock	Engine Heat Indicator	Dash Gasoline Gage	Car Heater	Cigar Lighter	Rear Traffic Signal	Vanity and Smoking Set	Clock	Front Seat Adjustable	Locks and Theft-proof Devices
Jordan 70V	Sunshine Sed.	1495	120	28x5.50		4	W&S.	Steel.	Steel.	Leather.		Pyrox.	AM.	Y		N	Y	N			N	Y	N	N	Y	N	N	N	I, S.
Jordan 80	Sedan	1795	120	28x5.50	*3590*	4						Pyrox.	AM.	Y	Ho.	N	N	N	N	N	Y	N	N	Y	S.	N		I, S.
	Speed Phae.	2795	125	30x6.00	*3600*	4						Pyrox.	WM	Y	Ho.	N	Y	N	N	N	Y	Y	N	Y	Y	Y	N	I, S.
Jordan 90	Sedan	2295	125	30x6.00	*3790*							Pyrox.	AM.		Ho.	N	Y	N	N	N	Y	Y	N	Y	S.	Y	Y	I, S.
Jordan Speedway Z	C.C.Sedan	5550	145	18x7.00		4						Pyrox.	W								Y	Y			Y		Y	I, S.
Kissel 6-73	Sedan	1695	117	30x6.00	*3212*	4	M&W.	Steel.	Fabric.	Mohair.		Pyrox.	AU.	Y	Lo.	N	Y	Y	N	N	Y	Y	N	Y	S.	Y	Y	I, D.
	Tourster	2195	125	30x6.00	*3529*	4	M&W.	Steel.	Fabric.	Leather.		Pyrox.	AU.	Y	Lo.	N	Y	Y	N	N	Y	Y	N	Y	N	Y	N	I, T.
Kissel 8-95	Bro'm Sedan.	1995	125	30x6.00	*3527*	4	M&W.	Steel.	Fabric.	Mohair.		Pyrox.	AU.	Y	Lo.	N	Y	Y	N	N	Y	Y	N	Y	S.	Y	Y	I, T.
	Tourster	3275	132	30x7.00	*4208*	4	M&W.	Steel.	Fabric.	Leather.		Pyrox.	W D	Y	Lo.	Y	Y	Y	N	N	Y	Y	Y	Y	Y	N	Y	I.
Kissel 8-126	Bro'm All Yr.	3185	132	30x7.00	*4410*	2	M&W.	Steel.	Fabric.	Leather		Pyrox.	W D	Y	Lo.	Y	Y	Y	N	N	Y	Y	Y	Y	Y	N	Y	N	I, D.
	Phaeton	2385	134	19x6.50	4425	4	M&W.	Steel.		Varies.		Pyrox.	AK.	Y	DR.	Y					Y	Y		Y	Y		Y	Y	I, T.
La Salle 340	Sedan	2565	125	19x6.50	4690	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK.	Y	DR.	Y					Y	Y		Y	Y		Y	Y	I, T.
	Spt. Phaeton.	4200	136	7.00x20	*4850*	4	M&W.	Alum.	Alum		Fabric.	Pyrox.	WO.	Y	Ho.	Y	Y	N	Y	Y	Y	Y	N	Y	Y	N	Y	Y	I, S.
Lincoln 8	Town Sedan	4400	136	7.00x20	*5010*	4	M&W.	Alum.	Alum			Pyrox.	AK.	Y	Ho.	Y	N	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	I, S.
Marmon Roosevelt	Sedan		172‡	29x5.50	2833	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	AE.	Y	DR.	N	N	N	N	Y	N	Y	N	N	Y	N	N	N	I.
Marmon Eight 69	Sedan		118	29x5.50		4	M&W.	Steel.	Steel.	Broad.		Pyrox.	AE.	Y	Wh.	N	N	N	N	N	Y	Y	N	N	Y	N	Y		
Marmon Eight 79	Sedan		125	31x6.00	4028	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	AE.	Y	Wh.	Y	Y	N	N	Y	Y	Y	N	Y	Y	N	Y		
Marmon Big Eight	Sedan		136	31x6.50	4363	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	AE.	Y	Wh.	Y	Y	N	N	Y	Y	Y	N	Y	Y	Y	Y	I, D.
	Touring	1020	114	28x5.25	2817	4	M&W.	Steel.		Leather		Pyrox.	A.		Lo.						Y	Y		Y	Y			
Marquette	Sedan	1000	114	28x5.25	3005	2	M&W.	Steel.	Steel.	P or M.		Pyrox.	AK		Lo.						Y	Y		Y	Y			
	Touring	995	114¼	29x5.00	*2650*	4	M&W.	Steel.	Fabric.	Leather	RCF.	Pyrox.	AM.	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	N	I, T.
Nash Single 6	Sedan	935	114¼	29x5.00	*2750*	2	M&W.	Steel.	Steel.	Velour	RCF.	Pyrox.	AM.	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I, T.
	T.C. Touring.	1595	128¾	29x5.00	*3720*	4	M&W.	Steel.	Fabric.	Leather	RCF.	Pyrox.	AM.	N	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	N	I, T.
Nash Twin Ign. 6	Sedan	1325	118	29x5.00	*3535*	2	M&W.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	AM.	N	Lo.	N	N	Y	N	N	Y	Y	N	Y	Y	N	Y	I, T.
Nash Twin Ign. 8	Sedan	1675	124	31x6.50	*3950*	2	M&W.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	AM.	N	Lo.	Y	N	Y	N	N	Y	Y	N	Y	Y	Y	Y	I, T.
	Phaeton	1075	117	28x5.50		4	M&W.	Steel.	Steel.	Leather	RCF.	Pyrox.	A.	N	Lo.						Y							I.
Oakland 8	Sedan	1065	117	28x5.50	3065	2	M&W.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	A.	N	Lo.						Y							I.
	Touring	965	113½	28x5.25		4	M&W.	Steel.		Leather		Pyrox.	AM.	Y	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	N	I.
OldsmobileF-30 Std.	Sedan	895	113½	28x5.25	*2840*	2	M&W.	Steel.		Mohair.	Py-Fa.	Pyrox.	AM.	Y	Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I.
	Phaeton	1040	113½	28x5.25		4	M&W.	Steel.		Leather		Pyrox.	AM.	Y	Lo.	N	Y	N	Y	Y	Y	Y	N	N	Y	N	N	N	I.
OldsmobileF-30 Sp.	Sedan	970	113½	28x5.25	*2920*	2	M&W.	Steel.		Mohair.	Py-Fa.	Pyrox.	AM.	Y	Lo.	N	Y	N	Y	Y	Y	Y	N	N	Y	N	N	Y	I.
	Phaeton	1095	113½	28x5.25		4	M&W.	Steel.		Leather		Pyrox.	WM	Y	Lo.	N	Y	N	Y	Y	Y	Y	N	N	Y	N	N	N	I.
OldsmobileF-30 Del.	Sedan	1025	113½	28x5.25	*2990*	2	M&W.	Steel.		Mohair.	Py-Fa.	Pyrox.	WM	Y	Lo.	N	Y	N	Y	Y	Y	Y	N	N	Y	N	N	Y	I.
Oldsmobile F-30 5 Wire Wh.	Phaeton	1020	113½	28x5.25		4	M&W.	Steel.		Leather		Pyrox.	WM	Y	Lo.	N	Y	N	Y	Y	Y	Y	N	N	Y	N	N	N	I.
	Sedan	950	113½	28x5.25	*2900*	2	M&W.	Steel.		Mohair.	Py-Fa.	Pyrox.	WM	Y	Lo.	N	N	N	Y	Y	Y	Y	N	N	N	N	N	N	I.
Packard 726	Sedan	2485	127½	20x6.00	4265	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	D M	Y	On.	Y	N	N	N	Y	Y	Y	N	Y	Y		Y	Y	I.
	Phaeton	2425	134½	20x6.50	3935	4	M&W.	Steel.	Steel.	Leather		Pyrox.	D M	N	On.	Y	N	N	N	Y	Y	Y	N	Y	Y		Y	Y	I.
Packard 733	Club Sedan	2675	134½	20x6.50	4325		M&W.	Steel.	Steel.	Broad.		Pyrox.	D M	Y	On.	Y	N	N	N	Y	Y	Y	N	Y	Y	Y	Y	Y	I.
	Phaeton	3190	140½	19x7.00	4250	4	M&W.	Steel.	Steel.	Leather		Pyrox.	D M	Y	On.	Y	N	N	N	Y	Y	Y	N	Y	Y		Y	Y	I.
Packard 740	Club Sedan	3750	140½	19x7.00	4580	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	D M	Y	On.	Y	N	N	N	Y	Y	Y	N	Y	Y	N	Y	Y	I.
	Phaeton	4585	145½	19x7.00	4645	4	M&W.	Steel.	Steel.	Leather		Pyrox.	D M	Y	On.	Y	Y	Y	Y	Y	Y	Y	N	Y	Y		Y	Y	I.
Packard 745	Sedan	4985	145½	19x7.00	4805	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	D M	Y	On.	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	I.
Peerless 61-A	Victoria	1145	116	29x5.25		4				Velour		Pyrox.	AM.		Lo.	N	N	N	N	N	Y	Y	N	N	Y	N	N	I, D	
Peerless Master 8	Std. Sedan.	1995	125	31x6.00		4	M&W.	Steel.	Steel.	Broad.		Pryox.	AE.	Y	Wh.	Y	Y	Y			Y	Y	N	N	Y	S.	Y	Y	I.
Peerless Custom 8	Std. Sedan.	2795	138	31x6.50	4400	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	AE.	Y	Wh.	Y	Y	Y			Y	Y	N	N	Y	Y	Y	Y	I.
Pierce-Arrow 132	Brougham	2595	132	19x6.50		2				Broad.		Pyrox.	AK	Y	Ho.	Y	Y	N		Y	Y	Y	N	N	Y	S.	Y	Y	I, S.
Pierce-Arrow 125	Phaeton	2975	134	18x7.00		4				Leather		Pyrox.	AK	Y	Ho.	Y	Y	N			Y	Y	N	N	Y	S.	Y	Y	I, S.
Pierce-Arrow 139	Sedan	3275	139	18x7.00		4				Broad.		Pyrox.	AK	Y	Ho.	Y	Y	N			Y	Y	N	N	Y	S.	Y	Y	I, S.
	Touring	695	169‡	19x4.75	*2355*	4	M&W.	Steel.	Steel.	Leather		Pyrox.	AK	N		N	N	N	N	N	N	N	N	Y	N	N	N	I.
Plymouth	Sedan	675	169‡	19x4.75	*2475*	2	M&W.	Steel.	Steel.	Velour	RCF.	Pyrox.	AK	N		N	N	N	N	N	N	N	N	Y	N	N	N	I.
	Phaeton	765	110	29x5.00	2407	4	Wood	Steel.	Fabric.	Leather	Fabric.	Pyrox.	AJ.	N	Lo.	N	N	N	N	N	N	Y	N	N	Y	N	N	N	I.
Pontiac 6-30	Sedan	775	110	29x5.00	2595	2	Wood	Steel.	Steel.	Velour	RCF.	Pyrox.	AJ.	N	Lo.	N	N	N	N	N	N	Y	N	N	Y	N	N	N	I.
Reo 15	Sedan	1395	115	6.00x18	*3280*	4	M&W.	Steel.	Steel.			Pyrox.	AM.	Y	Lo.	N	N	N	N	N	Y	Y	N	N	Y	Y	N	N	I, T.
Reo 20	Sedan	1595	120	6.00x18		4	M&W.	Steel.	Steel.	M or B.		Pyrox.	AM.	Y	Lo.						Y	Y			Y		Y		I, T.
Reo 25	Sedan	1845	124	6.50x18		2	M&W.	Steel.	Steel.	M or B.		Pyrox.	AM.	Y	Lo.						Y	Y			Y				I, T.
Roamer 8-78	Sedan	1795	120	32x6.00	3440	2				Mohair.		Pyrox.	C.	N		N	N	N	N	N	Y	Y	N	N	N	N	N		
Roamer 8-80	Sedan	1985	126	32x6.00	3550	2				Mohair.		Pyrox.	A.	N		N	N	N	N	N	Y	Y	N	N	N	N	N		
	Tourer	2495	136	32x6.50	3650	4				Leather		Pyrox.	C.	N		N	N	N	N	N	Y	Y	N	N	N	N	N		
Roamer 8-88	Sedan	2985	136	32x6.50	3880	4				Mohair.		Pyrox.	C.	N		N	N	N	N	N	Y	Y	N	N	N	N	N		
	Tourer	1145	115	19x5.50	*2955*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
Studebaker Dic. 6	Club Sedan	1085	115	19x5.50	*2970*	2	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
	Tourer	1285	115	19x5.50	*2980*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
Studebaker Dic. 8	Club Sedan	1195	115	19x5.50	*2990*	2	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
	Tourer	1395	120	19x5.50	*2980*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
Studebaker Com. 6	Sedan	1425	120	19x5.50	*3235*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
	Touring	1495	120	19x5.50	*3100*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
Studebaker Com. 8	Sedan	1515	120	19x5.50	*3255*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Lo.	Y	N	N	N	N	Y	Y	N	Y	N	Y	Y	I, S.	
Studebaker Pres. 125	Sedan	1765	125	6.00x20	*4045*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	AK	N	Ho.	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	I, S.	
Studebaker Pres. 135	Brougham	2295	135	6.50x19	*4360*	4	M&W.	Steel.	Steel.	Varies.		Pyrox.	WB.	N	Ho.	Y	Y	N	N		Y	Y	N	Y	Y	Y	Y	I, S.	
	Speedster.	3345	134½	32x6.50	4775	4	M&W.	Alum.	Steel.	B or L.	RCF.	Pyrox.	AM.	Y	Ga.	Y	Y		Y	Y	Y	Y	N	Y	Y	Y	Y	N	I,S,T,F.
Stutz Series M	Sedan	3395	134½	32x6.50	4918	4	M&W.	Steel.	Steel.	Broad.		Pyrox.	AM.	Y	Ga.	Y	Y		Y	Y	Y	Y	N	Y	Y	Y	Y	N	I,S,T,F, D
	Chaumont.	4345	145	32x7.00		4				Broad.		Pyrox.	A.	Y	Ga.	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y		I.
Viking V-30 Std.	Sedan	1695	125	30x6.00	3650	4	M&W.	Steel.	Steel.	Mohair.	Py-Fa.	Pyrox.	AM.	N	Lo.	Y	N	N	N	N	Y	Y	N	N	Y	N	N	Y	I.
Viking V-30 Spec.	Sedan	1795	125	30x6.00	3760	4	M&W.	Steel.	Steel.	Mohair.	Py-Fa.	Pyrox.	AM.	Y	Lo.	Y	Y	N	Y	Y	Y	Y	N	N	Y	N	N	Y	I.
Viking V-30 Del.	Sedan	1855	125	30x6.00	3825	4	M&W.	Steel.	Steel.	Mohair.	Py-Fa.	Pyrox.	WM	Y	Lo.	Y	Y	N	Y	Y	Y	Y	N	N	Y	N	N	Y	I.
Viking 5 Wire Wh.	Sedan	1770	125	30x6.00		4	M&W.	Steel.	Steel.	Mohair.	Py-Fa.	Pyrox.	WM	N	Lo.	Y	N	N	Y	Y	Y	Y	N	N	Y	N	N	Y	I.
	Touring	520	103¼	28x4.75	2219	4	M&W.	Steel.	Steel.	Im.Lea.	RCF.	Pyrox.	AK	N	Wa.	N	N	N	N	N	N	N	N	N	N	N	N	N	I.
Whippet 96A	Coach.	575	103¼	28x4.75	2348	4	M&W.	Steel.	Steel.	Corduroy	Py-Fa.	Pyrox.	AK	N	Wa	N	N	N	N	N	N	N	N	N	N	N	N	Y	I.
	Touring	635	112½	29x5.00	2515	4	M&W.	Steel.	Steel.	Im.Lea.	RCF.	Pyrox.	AK	N	Wa	N	N	N	N	N	N	N	N	N	N	N	N	N	I.
Whippet 98A	Coach.	725	112½	29x5.00	2624	2	M&W.	Steel.	Steel.	Bedf. C	Py-Fa.	Pyrox.	AK	N	Wa	N	N	N	N	N	N	N	N	N	N	N	N	N	I.
Willys-Knight 66B	Sedan	1795	120	31x6.00		4	M&W.	Steel.	Steel.	Bedf. C.	Py-Fa.	Pyrox.	AK	N	Wa	N	Y	N	N	N	Y	Y	N	N	Y	V.	N	N	I.
	Touring	975	112½	29x5.50	2738	4	M&W.	Steel.	Steel.	Leather	RCF.	Pyrox.	AK	N	Wa	N	Y	N	N	N	Y	Y	N	N	Y	N	N	N	I.
Willys-Knight 70B	Coach.	975	112½	29x5.50	2903	2	M&W.	Steel.	Steel.	Velour	Py-Fa.	Pyrox.	AK	N	Wa	N	Y	N	N	N	Y	Y	N	N	Y	N	N	Y	I.
	Touring	735	110	29x5.00		4	M&W.	Steel.	Steel.	Im.Lea.		Pyrox.	A.	N	Mo	N	N	N	N	N	N	N	N	N	N	N	N	N	I.
Willys Six 98B	Coach.	735	110	29x5.00		2	M&W.	Steel.	Steel.	Broad.		Pyrox.	A.	N	Mo	N	N	N	N	N	Y	N	N	Y	N	N	Y	I.	
	Phaeton	1045	120	29x5.25	2590	4	Wood	Steel.		Leather	RCF.	Pyrox.	AU	N	Lo.		N	N	N	N	Y	Y	N	N	Y	N	N		I.
Windsor 6-69	Sedan	1145	120	29x5.25	3030	4	Wood	Steel.	Fabric.	Mohair.	RCF.	Pyrox.	AU	N	Lo.		N	N	N	N	Y	Y	N	N	Y	N	N		I, D.
Windsor 6-75	Sedan	1395	120	29x5.50	3040	4	Wood	Steel.	Fabric.	Mohair.	RCF.	Pyrox.	AU	N	Lo.		N	N	N	N	Y	Y	N	N	Y	N	N		I.
Windsor 8-85	Sedan	1695	125½	31x6.00	3520	4	Wood	Steel.	Fabric.	Mohair.	RCF.	Pyrox.	AU	N	Lo.		Y	N	N	N	Y	Y	N	N	Y	N	N		I, D.
Windsor 8-92	Sedan	1995	125½	31x6.50	3555	4	Wood	Steel.	Steel.	Mohair.	RCF.	Pyrox.	AU	N	Lo.	N	Y	N	N	N	Y	Y	N	N	Y	N	N		I, D.

ABBREVIATIONS:

*—Italics denote Shipping Weight
‡—Overall Length
°—Others furnished
A—Artillery
AE—Artillery-Bimel
AJ—Artillery-Jaxon
AK—Artillery-Kelsey-Hayes
Alum—Aluminum
AM—Artillery-Motor Wheel
AU—Artillery-Mutual
Bedf. C.—Bedford Cord
B or L—Broadcloth
Broad—Broadcloth
C—(Wheels) Optional
Co—Continental
D—Door (Lock)
DM—Disk-Motor Wheel
DO—Disk-Own
DR—Delco-Remy
F—Fedco Numbering
Fab. Lea.—Fabric Leather.
Ga—Gabriel
Ho—Houdaille
I—Ignition
Im.Lea.—Imitation Leather
Lo—Lovejoy
L or V—Leather or Velour
M or B—Mohair or Broadcloth
Mo—Monroe
M&W—Metal & Wood
N—No or None
On—Own
Opt—Optional
P or M—Plush or Mohair
Py-Fa—Pyroxylin Fabric
Pyrox—Pyroxylin Finish
RCF—Rubber Coated Fabric
S—Steering Wheel Lock
T—Transmission Lock
W—Wire (Wheels)
Wa—Watson
WB—Wire-Budd
WD—Wire Dayton
Wh—Wahl
WM—Wire-Motor Wheel
WO—Wire-Own
WS—Wire-St. Marys
Y—Yes


BRITISH PASSENGER CAR CHASSIS


NAME	H.P.	Wheelbase (Ins.)	Track (Ins.)	Tires (Ins.)	Number of Cylinders	BORE AND STROKE: M M.	BORE AND STROKE: Ins.	Piston Displacement (Cu. In.)	Compression Ratio	Valves Location	Cylinders and Crankcase	Piston Material	CAM-SHAFT: Location	CAM-SHAFT: Drive	Cooling	OIL SYSTEM: Pressure Lb.	OIL SYSTEM: Pressure To	FUEL SYSTEM: Carbureter Make	FUEL SYSTEM: Fuel Feed	Ignition Current Source	TRANSMISSION: Clutch Type	TRANSMISSION: Gearset: Location	TRANSMISSION: Gearset: No. of Speeds	TRANSMISSION: Gearset: Lever Location	Universals Number and Type	REAR AXLE: Type	REAR AXLE: Final Drive	REAR AXLE: Gear Ratio	REAR AXLE: Propulsion Taken By	REAR AXLE: Torque Taken By	SPRINGS: Front	SPRINGS: Rear	BRAKES: Hand	BRAKES: Foot	BRAKES: 4-Wheel Operation	Steering Gear Type	Wheels Type	Chassis Weight (Lb.)
A. C.	16–40	113	48	29x5	6	65x100	2.6x3.9	121	4.75	I.	Int.	CI.	O.	Ch.	Pu.	20	abce	Zen.	Vac.	B.	S.P	R.A.	3	R.	1-Met.	¾Fl.	Wo	4.5	T.T.	T.T.	¼El.	¼El.	I.Rw.	I.Fw.	D.M.	Ca.	Wire	1700
Acedes Magna	16–56	119	50	29x5.5	6	65x100	2.6x3.9	121	5.25	I.	Int.	Al.	O.	Ch.	Pu.	20	abce	Zen.	Vac.	B.	S.P	R.A.	3	R.	1-Met.	¾Fl.	Wo	5.5	T.T.	T.T.	½El.	¼El.	I.Rw.	I.Fw.	Hyd.	Ca.	Wire	1800
Alvis Sports	16	112	49	30x5.25	6	67.5x100	2.7x3.9	131	5.8	I.	Sep.	Al.	CC.	Ch.	Pu.	35	abe.	S.U.	Vac.	M.B	S.P	Sep.	4	R.	2-Met.	F.F.	Sp.	4.8	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca.	Wire	1780
Alvis Eagle	16	118	49	30x5.25	6	67.5x100	2.7x3.9	131	5.8	I.	Sep.	Al.	CC.	Ch.	Pu.	35	abe.	Sol.	Vac.	M.B	S.P	Sep.	4	R.	2-Met.	F.F.	Sp.	5.2	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca.	Wire	1800
Alvis F.W.D.	12	102	54	29x4.75	4	68x102	2.7x4.0	90	5.8	I.	Sep.	Al.	O.	Sp.	Pu.	40	abc	Sol*	Grav.	M	S.P	Eng.	4	R.	4-Met.		Bev.	4.8	Sp.	Sp.	Tr ¼	¼El.	I.Fw.	I.Fw.	S.W.	W.W.	Wire	1570
Alvis	15	120	56	29x4.75	8	55x78.5	2.1x3.1	91	6.4	I.	Sep.	Al.	O.	Sp.	Pu.	50	abc	Sol*	A.P.	2 M.	M.D.	Eng.	4	R.	4-Met.		Sp.	5.0	Sp.	Sp.	Tr ¼	½El.	I.Fw.	I.Fw.	S.W.	W.W.	Wire	1600
Argyll	12	111	50	28x4.95	4	68x103	2.7x4.0	91	5.0	Sl.	Int.	CI.	CC	Hel	Th.	5	ace.	Zen.	Grav.	M	S.P	Eng.	4	R.	2-Fab.	F.F.	Sp.	4.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Disk	1450
Argyll	13	111	50	30x5.25	4	71x103	2.8x4.0	99	5.5	Sl.	Int.	Al	CC	Hel	Th.	5	ace.	Zen.	Grav.	M	S.P	Eng.	4	R.	2-Fab.	F.F	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Disk	1470
Argyll	18	121	56	31x6.00	6	69.5x105	2.7x4.0	145	5.0	Sl.	Sep.	CI.	CC	Ch.	Pu.	25	abce	Zen.	Vac.	B.	S.P	Eng.	3	C.	2-Met.	½Fl	Sp.	4.7	Sp.	Sp.	½El	½El	E.Tr.	I.Fw.	Hyd.	Ca.	H.S.	2020
Armstrong Siddeley	12	105	48	27x4.40	6	56x84	2.2x3.3	75	....	L.	Int.	Al	CC	Ch.	Pu.	80	abce	Cla.	Grav.	M	S.P	T.T.	3	C.	1-Met.	½Fl.	Sp.	5.5	T.T.	T.T.	½El.	½El.	I.Fw.	I.Fw.	D.M.	W.N.	H.S.	....
Armstrong Siddeley	15	114	56	30x5.00	6	63.5x102	2.5x4.0	116	....	L.	Int.	Al	CC	Ch.	Pu.	20	abce	Cla.	Vac.	M	S.P	T.T.	3	C.	1-Met.	½Fl.	Sp.	5.5	T.T.	T.T.	½El.	½El.	I.Fw.	I.Fw.	D.M.	W.S.	Disk	1820
Armstrong Siddeley	20	129	56	32x6.00	6	73x114	2.9x4.5	173	....	I.	Int.	Al	CC	Ch.	Pu.	20	abce	Cla.	Vac.	M	S.P	T.T.	3	C.	1-Met.	½Fl.	Sp.	5.1	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	D.M.	W.W.	Disk	2350
Armstrong Siddeley	30	135	56	32x6.50	6	90x133	3.5x5.25	302	....	I.	Int.	Al	CC	Ch.	Pu.	20	abce	Cla.	Vac.	M	M.D.	T.T.	3	C.	1-Met.	½Fl.	Sp.	4.1	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	D.M.	W.W.	Disk	2800
Arrol Aster	17	127	56	31x5.25	6	67.5x100	2.7x3.9	144	5.5	Sl.	Sep.	Al	CC	Ch.	Pu.	10	abce	Zen.	Vac.	M	S.P	Eng.	4	R.	1-Met.	F.F.	Sp.	4.5	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	D.M.	W.W.	Wire	2240
Arrol Aster	21	135	56	33x6.00	6	75x115	2.9x4.5	186	5.3	Sl.	Sep.	Al	CC	Ch.	Pu.	10	abce	Zen.	Vac.	M.B	D.P.	Eng.	4	R.	1-Met.	¾Fl	Sp.	4.2	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	S.W.	W.W.	Wire	2480
Arrol Aster	24	147	56	33x6.75	6	80x115	3.1x4.5	211	5.5	Sl.	Sep.	Al	CC	Ch.	Pu.	10	abce	Zen.	Vac.	M.B	D.P.	Eng.	4	R.	1-Met.	¾Fl.	Sp.	4.6	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	S.W.	W.W.	Wire	2700
Arrol Aster	23	136	56	33x6.75	8	67.5x115	2.7x4.5	192	5.5	Sl.	Sep.	Al	CC	Ch.	Pu.	10	abce	Zen.	Vac.	M	D.P.	Eng.	4	R.	1-Met.	F.F.	Sp.	4.2	T.T.	T.T.	½El	Cant.	I-Rw.	I.Fw.	S.W.	W.W.	Wire	2700
Ascot	18	116	56	30x5.00	6	69x108	2.7x4.25	147	5.0	L.	Int.	Al	CC	Ch.	Pu.	20	abe		Vac.	B.	S.P	Eng.	3	C.	2-Met.	½Fl	Sp.	4.7	Sp.	Sp.	½El	½El	E.Tr	I.Fw	Vac.	Ca.	Wire	1840
Aston Martin	12	102	52	30x4.50	4	69x99	2.7x3.9	90	7.0	I.	Int.	Al	O.	Ch.	Pu.	10	abc	S.U.	A.P.	M	S.P	Sep	4	C.	1-Met.	F.F.	Wo	4.7	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Wire	1680
Austin	7	75	40	26x3.00	4	56x76	2.2x3.0	45	4.9	L.	Sep.	Al	CC.	Hel	Th.		Spl.	Zen.	Grav.	B.	S.P	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.9	T.T.	T.T.	½El.	¼El	I.Fw	I.Rw	D.M.	W.W.	Wire	670
Austin	12	112	56	30x5.00	4	72x114.5	2.8x4.5	112	4.9	L.	Sep.	Al.	CC.	Ch.	Pu.	20	abce	Zen.	Vac.	M	S.P	Eng.	4	C.	1F.1M.	¾Fl.	Sp.	5.1	Sp.	Sp.	½El	½El	E.Tr	I.Fw	D.M.	W.W.	H.S.	1820
Austin	16	112	56	30x5.00	6	65.5x111	2.6x4.4	137	5.3	L.	Sep.	Al.	CC.	Ch.	Pu.	25	abce	Zen.	Vac.	B.	S.P	Eng.	4	C.	1-F 1-M.	¾Fl.	Sp.	5.1	Sp.	Sp.	½El	½El	E.Tr.	I.Fw.	D.M.	W.W.	Wire	1930
Austin	20	130	56	32x6.00	6	80x114.5	3.1x4.5	207	5.0	L.	Sep.	Al.	CC.	Ch.	Pu.	25	abce	Zen.	Vac.	M	S.P	Eng.	4	C.	2-Met.	¾Fl.	Sp.	4.7	Sp.	Sp.	½El	½El	E.Tr	I.Fw	D.M.	W.W.	Wire	2750
Bently	25	130	56	31x5.25	4	100x140	3.9x5.5	268	5.3	I.	Sep.	Al.	O.	Bev.	Pu.	40	abc	S.U.	Vac.	M	S.P	Sep	4	R.	2-Met.	½Fl.	Sp.	3.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	S.W.	W.W.	Wire	3080
Bently	38	145	56	33x6.75	6	100x140	3.9x5.5	408	4.4	I.	Sep.	Al.	O.	Ecc.	Pu.	25	abc	Smi.	Vac.	M.B	S.P	Sep	4	R.	2-Met.	½Fl.	Sp.	3.8	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	Vac.	W.S.	Wire	4450
Bently Speed	38	140	56	33x6.75	6	100x140	3.9x5.5	408	5.6	I.	Sep.	Al.	O.	Ecc.	Pu.	25	abc	S.U.	Vac.	M.B	S.P	Sep	4	R.	2-Met.	½Fl.	Sp.	3.3	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	Vac.	W.S.	Wire	4200
Beverley	22	134	56	31x6.00	8	66x108	2.6x4.25	180	....	I.	Sep.	Al.	O.	Ch.	Pu.	25	abce	Zen.	Vac.	B.	D.P.	Eng.	4	Opt.	2 Met.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	Vac.	Ca.	Wire	2690
Calthorpe	10	106	48	27x4.40	4	65x100	2.6x3.9	72	5.3	L.	Sep.	Al.	CC.	Ch.	Th.	20	ab.	Sol.	Grav.	M	Co.	Eng.	3	R.	1-Met.	½Fl.	Sp.	4.8	T.T.	T.T.	¼El	¼El	I.Rw.	I.Fw.	D.M.	W.W.	Disk	950
Calthorpe	12	108	48	29x5.00	4	69x100	2.7x3.9	91	5.4	L.	Sep.	Al.	CC.	Ch.	Pu.	5	a.	Zen.	Grav.	M	M.D.	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1010
Crossley	16	123	56	30x4.75	6	65x100	2.6x3.9	121	5.0	I.	Int.	Al.	CC.	Ch.	Pu.		ab.	Str.	Vac.	M	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	W.W.	Wire	2070
Crossley	21	137	56	31x5.25	6	75x102	3.0x4.0	195	5.0	I.	Sep.	Al.	CC.	Ch.	Pu.		ab.	Str.	Vav.	M	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.7	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2470
Daimler	20	131	56	32x6.00	6	73.5x104	2.9x4.1	161	5.6	Sl.	Sep.	Al.	CC.	Ch.	Pu.	30	abce	Own.	Vac.	B.	S.P	Sep.	4	C.	2-Met.	½Fl.	Wo	5.1	Sp.	Sp.	½El.	½El	I.Tr.	I.Fw.	Vac.	Ca.	Wire	2470
Daimler	25	133	57	32x6.00	6	81.5x114	3.2x4.5	218	5.3	Sl.	Sep.	Al.	CC.	Ch.	Pu.	30	abce	Own.	Vac.	B.	S.P	Sep.	4	C.	2-Met.	½Fl.	Wo	4.4	Sp.	Sp.	½El	½El	I.Tr.	I.Fw.	Vac.	Ca.	Wire	2550
Daimler	35	156	60	36x7.00	6	97x130	3.8x5.1	351	5.0	Sl.	Sep.	Al.	CC.	Ch.	Pu.	30	abce	Str.	Vac.	B.	S.P	Sep.	4	C.	2-Met.	½Fl.	Wo	3.8	Sp.	Sp.	½El	½El	I.Tr.	I.Fw.	Vac.	W.S.	Wire	4980
Daimler	30	145	56	32x6.00	12	65x94	2.6x3.7	228	6.2	Sl.	Sep.	Al.	CC.	Ch.	Pu.	20	abce	Own.	Vac.	B.	S.P	Sep.	4	C.	2-Met.	½Fl.	Wo	5.1	Sp.	Sp.	½El	½El	I.Tr.	I.Fw.	Vac.	W.S.	Wire	3360
Daimler	50	163	60	36x7.00	12	81.5x114	3.2x4.5	435	5.3	Sl.	Sep.	Al.	CC.	Ch.	Pu.	30	abce	Own.	Vac.	B.	S.P	Sep.	4	C.	2-Met.	½Fl.	Wo	4.9	Sp.	Sp.	½El	½El	I.Tr.	I.Fw.	Vac.	W.S.	Wire	4870
Frazer Nash	12	105	46	27x4.40	4	69x100	2.7x3.9	91	5.8	L.	Sep.	Al.	CC.	Ch.	Th.	30	abce	Sol.	Pump.	M	S.P	Sep.	3	R.	1-Fab.	F.F.	Sp.	3.5	R. R	T.A.	¼El	¼El	I.Rw.	I.Fw.	D.M.	Spur	Wire	1400
G. W. K.	12	111	48	27x4.40	4	66x100	2.6x3.9	83	....	L.	Int.	CI.	CC.	Ch.	Th.		abe.	Zen.	Grav.	M	Fr.	(G).		R.	2-Fab.		Ch.	5.0	R. R	T.A.	¼El	¼El	E.Tr.	I.Fw.	D.M.	Plan	Wire	....
Hampton	9	105	48	27x4.95	4	63x100	2.5x3.9	76	5.2	I.	Int.	CI.	CC.	Hel.	Th.		Spl.	Zen.	Grav.	M	M.D.	Eng.	4	R.	2-Fab.	½Fl.	Sp.	4.7	Sp.	Sp.	½El	½El	I.Fw.	I.Fw.	D.M.	W.S.	Wire	1170
Hampton	12	111	52	27x4.95	4	69x100	2.7x3.9	91	5.2	I.	Int.	CI.	CC.	Hel.	Th.	15	abce	Zen.	Grav.	M	M.D.	Eng.	4	R.	2-Fab.	½Fl.	Sp.	4.7	Sp.	Sp.	½El	½El	I.Fw.	I.Fw.	D.M.	W.S.	Wire	1220
Hampton	20	120	56	29x5.00	6	72x120	2.8x4.75	181	4.7	I.	Int.	CI.	CC.	Ch.	Pu.	15	abce	Zen.	Vac.	B.	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	I.Fw.	I.Fw.	D.M.	W.W.	Wire	1400
H. E.	12	116	52	29x4.95	6	56x96	2.2x3.8	86	....	L.	Int.	Al	CC	Ch.	Pu.	30	abc	S.U.	Vac.	B.	M.D.	Sep.	4	R.			Sp.				¼El	¼El	I.Rw.	I.Fw.	D.M.	Ca.	Wire	2130
H. E.	16	126	54	30x5.25	6	65x115	2.6x4.5	140	6.0	L.	Int.	Al	CC	Ch.	Pu.	30	abc	S.U.	Vac.	B.	M.D.	Sep	4	R.	1-Met.	F.F.	Sp.	4.7	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Wire	2350
Hillman	14	114	56	29x5.25	4	72x120	2.8x4.75	119	5.0	L.	Int.	Al.	CC.	Ch.	Th.	20	abce	Zen.	Vac.	M	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1650
Hillman	20	120	56	29x5.50	8	63x105	2.5x4.13	160	5.0	I.	Int.	Al.	CC.	Ch.	Pu.	20	abce	Zen.	Vac.	B.	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	Vac.	W.W.	Wire	1850
Humber	9	102	49	27x4.40	4	58x100	2.3x3.9	64	5.6	F.	Sep.	Al.	CC.	Hel.	Th.	30	abc	Zen.	Vac.	B.	S.P	Eng.	3	R.	2-Fab.	½Fl.	Sp.	5.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	W.W.	Wire	1420
Humber	16	120	56	29x5.50	6	65x106	2.6x4.2	128	5.6	F.	Int.	Al.	CC.	Ch.	Pu.	30	abce	Str.	Pump.	B.	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	5.7	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	S.W.	Ca.	Wire	2580
Humber	20	132	57	32x6.00	6	75x116	2.9x4.55	187	5.0	F.	Sep.	Al.	CC.	Hel.	Pu.	30	abce	Zen.	Vac.	M	S.P	Sep.	4	R.	2-Met.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	Vac.	W.W.	H.S.	2940
Humber (F)	25	120	56	29x5.50	6	80x116	3.1x4.55	213	5.0	F.	Sep.	Al.	CC.	Ch.	Pu.	30	abce	Str.	Pump.	B.	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.6	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	S.W.	Ca.	Wire	2630
Invicta	30	126	56	31x6.00	6	88.5x120	3.5x4.75	272	5.9	I.	Sep.	Al.	CC.	Ch.	Pu	20	abc	S.U.	Vac.	M.B	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	3.9	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Wire	2580
Jowett	7	102	45	27x4.40	2	75x102	2.9x4.00	55	....	L.	Sep.	CI.	CC	Th.			abe	Zen.	Grav.	B.	S.P	Eng.	3	C.	2Fab.	½Fl.	Sp.	5.1	Sp.	Sp.	½El	½El	I.Fw	I.Fw	D.M.	Plan	H.S.	1100
Lagonda	14	120	54	31x5.25	4	72x120	2.8x4.75	119	6.9	I.	Int.	Al	O.	Ch.	Pu.	30	ab.		Vac.	M	S.P	Sep.	4	R.	1-F 1-M.	½Fl.	Sp.	4.2	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Wire	....
Lagonda	17	129	56	33x6.00	6	69x120	2.7x4.75	157	5.4	I.	Int.	Al.	CC.	Ch.	Pu.	30	ab.		Vac.	M	S.P	Sep.	4	R.	1-F 1-M.	½Fl.	Sp.		Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Wire	....
Lagonda	19	138	56	33x6.00	6	72x120	2.8x4.75	178	6.4	I.	Int.	Al.	CC.	Ch.	Pu.	30	ab.		Pump.	M	S.P	Sep.	4	R.	1-F 1-M.	½Fl.	Sp.		Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	Ca.	Wire	....
Lanchester	21	133	56	32x6.00	6	79x114	3.1x4.5	202	4.8	I.	Sep.	Al.	O.	Wo	Pu.	45	abcde	Smi.	Vac.	M	S.P	Eng.	4	R.	1-Met.	¾Fl.	Wo	Var.	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	D.M.	W.N.	Wire	2670
Lanchester	30	142	56	32x6.00	8	79x114	3.1x4.5	270	4.8	I.	Sep.	Al.	O.	Wo	Pu.	45	abcde		Vac.	M.B	S.P	Eng.	4	R.	1-Met.	¾Fl.	Wo	Var.	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	Vac.	W.N.	Wire	2910
Lanchester	40	150	58	33x6.75	6	102x127	4.0x5.0	376	4.8	I.	Sep.	Al.	O.	Wo	Pu.	45	abcde	Smi.	Vac.	M.B	S.P	Eng.	3	R.	1-Met.	F.F.	Wo	Var.	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	Hyd.	W.N.	Wire	3360
Lea-Francis	12	111	50	29x5.00	4	69x100	2.7x3.9	91	....	I.	Sep.	Al.	CC.	Hel.	Th.		abce	Sol.	Vac.	M	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M.	W.W.	Wire	....

Marendaz	11	102	48	27x4.40	4	69x100	2.7x3.9	91	6.0	L.	Sep.	Al.	CC.	Ch.	Th.	40	abce	Sol.	Vac.	M	S.P	T.T.	4	C.	1-Met.	F.F.	Sp.		T.T.	T.T.	½El	Cant.	I.Fw.	I.Fw.	Hyd.	Ca.	Wire	1680
Marendaz	14	114	48	27x4.40	8	52x88	2.0x3.5	91	6.0	F.	Sep.	Al.	CC.	Hel.	Th.	60	abce	Sol.	Vac.	M	S.P	T.T.	4	C.	1-Met.	F.F.	Sp.		T.T.	T.T.	½El	Cant.	I.Fw.	I.Fw.	Hyd.	Ca.	Wire	1790
M. G.	8	78	42	27x4.00	4	57x83	2.2x3.25	52	5.5	I.	Int.	Al.	O.	Bev.	Th.	80	abce	S.U.	Grav.	B.	S.P	Eng.	3	C.	2-Fab.	¾Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	I.Fw.	I.Fw.	D.M.	W.W.	Wire	950
M. G. Mark I	18	114	48	29x5.00	6	69x110	2.7x4.3	150	5.75	I.	Int.	Al.	O.	Ch.	Pu.	90	abce	S.U.	Vac.	B.	M.D	Eng.	3	C.	1-Met.	F.F.	Sp.	4.2	T.T.	T.T.	½El	½El	I.Fw.	I.Fw.	D.M.	Ca.	Wire	2130
M. G. Mark II	18	114	52	29x5.00	6	69x110	2.7x4.3	150	5.75	I.	Int.	Al.	O.	Ch.	Pu.	90	abce	S.U.	Vac.	B.	M.D	Eng.	4	C.	1-Met.	F.F.	Sp.	4.3	T.T.	T.T.	½El	½El	I.Fw.	I.Fw.	D.M.	Ca.	Wire	2350
Morris Minor	8	78	42	27x4.00	4	57x83	2.2x3.25	52	5.5	I.	Int.	Al.	O.	Bev.	Th.	20	abce	S.U.	Grav.	B.	S.P	Eng.	3	C.	2-Fab.	¾Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	E.Tr.	I.Fw.	D.M.	W.W.	Wire	950
Morris Cowley	12	105	48	27x4.40	4	69.5x102	2.7x4.0	94	5.0	L.	Int.	Al.	CC.	Hel.	Th.	5	ace	S.U.	Grav.	M	M.D	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.75	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1450
Morris Six	16	114	56	28x5.25	6	63.5x102	2.5x4.0	118	....	L.	Int.	Al.	CC.	Ch.	Pu.	25	abce	S.U.	Vac.	B.	M.D.	Eng.	3	C.	1-Met.	¾Fl.	Sp.	5.25	Sp.	T.T.	½El	½El	I.Fw.	I.Fw.	Hyd.	Ca.	Wire	1900
Morris Isis	18	114	56	29x5.50	6	69x110	2.7x4.3	150	....	I.	Int.	Al.	O.	Ch.	Pu.	25	abce	S.U	Pump	B.	M.D	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.8	Sp	T.T.	½El	½El	I.Fw	I.Fw	Hyd.	Ca.	Wire	2240
Rhode	11	120	51	29x5.00	4	66x90	2.6x3.5	75	5.0	I.	Int.	Al.	O.	Bev.	Th.		Spl.	Sol.	Grav.	M	S.P	Eng.	4	C.	1-Met.	½Fl.	Sp.	4.7	T.T.	T.T.	½El	¼El	E.Tr	I.Fw	D.M	W.W.	Wire.	1850
Riley Nine	9	106	47	27x4 40	4	60x95	2.3x3.75	66	5.5	I.	Int.	Al.	CC.	Hel.	Th.	30	ab.	Zen.	Grav.	M	S.P	Eng.	4	C.	1-Met.	½Fl.	Sp.	5.2	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M...	W.W.	Wire	1280
Riley Light Six	14	114	47	29x5.00	6	60x95	2.3x3.75	99	5.8	I.	Int.	Al.	CC.	Hel.	Pu.	30	ab.	S.U.	Grav.	B.	S.P	Eng.	4	C...	1-Met.	½Fl.	Sp.		T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	Wire	.....
Riley Six	14	120	56	30x5.00	6	60x95	2.3x3.75	99	5.8	I.	Int.	Al.	CC.	Hel.	Pu.	30	ab.	S.U.	Vac.	B.	S.P	Eng.	4	C.	1-Met.	½Fl.	Sp.	5.7	T.T.	T.T.	½El	½El...	I.Rw.	I.Fw	D.M	W.W.	Wire	1500
Rover Ten	10	104	48	27x4.40	4	63x95	2.5x3.75	72	5.0	I.	Sep.	CI.	CC.	Ch.	Pu.	25	abe	Ama.	Grav.	B.	S.P	Eng.	3	C.	1-Met.	¾Fl.	Wo.	5.2	T.T.	T.T.	½El	¼El	I.Rw.	I.Fw	D.M	W.W.	H.S.	1450
Rover Light Six	16	106	50	29x5.00	6	65x102	2.5x4.0	123	....	I.	Int.	Al.	CC.	Ch.	Pu.	25	abce	Str.	Vac.	B.	S.P	Eng.	3	C.	1-Met.	½Fl.	Sp.	4.7	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M...	W.S.	Wire	1650
Rover Six	16	118	56	29x5.50	6	65x102	2.5x4.0	123	....	I.	Int.	Al.	CC.	Ch.	Pu.	25	abce	Str.	Vac.	B.	S.P	Eng.	4	C.	1-Met.	½Fl.	Sp.	5.3	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M...	W.S...	Wire	2050
Rolls Royce	25	129	56	31x6.00	6	82x114	3.25x4.5	224	4.5	I.	Int.	Al.	CC.	Hel.	Pu.	30	abcde	Own	Vac.	M.B	S.P	Eng.	4	R.	2-Met.	F.F.	Hel.	4.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	Ser.	W.N.	Wire	2534
Rolls Royce	40	150	58	33x6.75	6	108x140	4.25x5.5	470	4.75	I.	Int.	Al.	CC.	Hel.	Pu.	30	abcde	Own	Vac.	M.B	S.P	Eng.	4	R.	2-Met.	F.F.	Hyp.	3.7	Sp.	Sp.	½El	½El.	I.Rw.	I.Fw	Ser.	W.N.	Wire	3810
Singer	8	90	44	27x4.00	4	56x86	2.2x3.4	52	4.8	I.	Int.	Al.	O.	Ch.	Th.	10	ace	Sol.	Grav.	B.	S.P	Eng.	3	C.	2-Fab.	½Fl.	Sp	5.25	Sp	Sp	½El	½El	I.Rw.	I.Fw	D.M	W.W.	Wire	1040
Singer	16	112	52	29x5.00	6	65x90	2.6x3.5	109	....	L.	Int.	Al.	CC.	Ch.	Th.	20	abe	Sol.	Grav.	B.	S.P	Eng.	3	C.	2-Met.	½Fl.	Sp.	5.22	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M...	W.N	Wire	1620
Singer	16	115	56	30x5.00	6	66x95	2.6x3.75	117	....	I.	Int.	Al.	CC.	Ch.	Pu.	10	abce	Sol.	Vac.	B.	S.P	Eng.	4	R.	1-F 1-M.	½Fl.	Sp	5 11	Sp	T.A.	½El	½El	I.Rw.	I.Fw	Vac.	Ca.	Wire	2020
Standard	9	99	45	27x4.40	4	63.5x102	2.5x4.0	78	5.0	L.	Int.	Al.	CC.	Ch.	Th.	20	abce	Sol	Grav.	M	S.P	Eng.	3	C.	2-Met.	½Fl.	Wo.	5.0	Sp.	Sp.	½El	½El.	I.Fw.	I.Fw.	D.M	W.N...	Wire.	1390
Standard	15	118	56	29x5.00	6	65.5x102	2.6x4.0	125	5.0	L.	Int.	Al.	CC.	Ch.	Pu.	20	abce	Sol.	Pump.	B.	S.P	Eng.	4	C.	2-Met.	½Fl.	Sp.	5.25	Sp.	Sp.	½El	½El	E.Tr.	I.Fw.	S.W.	W.N.	Wire.	1960
Star	18	123	56	31x5.25	6	69x110	2.7x4.5	150	5.6	I.	Int.	Al.	CC.	Hel.	Pu.	10	abc	Sol.	Vac.	M	S.P	Eng.	4	Opt.	2-Fab.	½Fl.	Sp.	4.8	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M	W.W.	Wire.	2020
Star	20	135	56	33x6.00	6	75x120	2.9x4.72	194	5.6	I.	Sep.	Al.	CC.	Hel.	Pu.	10	abc	Sol.	Vac.	M	S.P	Eng.	4	Opt.	2-Fab.	½Fl.	Sp.	4.8	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M	W.W.	Wire.	2630
Sunbeam	16	126	55	30x5.25	6	67.5x95	2.7x3.75	124	5.7	I.	Int.	Al.	CC.	Hel.	Pu.	20	abce	Cla	Vac.	B.	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.5	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	S.W.	W.N.	Wire.	2540
Sunbeam	20	124	55	32x6.00	6	75x110	2.9x4.5	178	5.5	I.	Int.	Al.	CC.	Ch.	Pu.	20	abce	Cla	Vac.	M.B	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.1	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	Vac.	W.N.	Wire.	2650
Sunbeam	25	137	55	33x6.00	6	80x120	3.1x4.72	220	5.1	I.	Int.	Al.	CC.	Ch.	Pu.	20	abce	Str.	Vac.	M.B	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.7	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	Vac.	W.N.	Wire.	3080
Sunbeam (Speed)	21	130	55	31x5.25	6	75x110	2 9x4.5	178	6.4	I.	Int.	Al.	O.	Hel.	Pu.	20	abce	Cla	Vac.	M	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.5	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	Vac.	W.N.	Wire.	3740
Surrey	10	110	48	27x4.00	4	63x100	2.5x3.9	76	....	I.	Sep.	Al.	CC.	Ch.	Th.		a	Sol.	Grav.	M	S.P	Eng.	3	R.	2-Fab.	½Fl.	Sp.		Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	S.W.	W.W.	Wire.	1680
Surrey	12	110	48	27x4.40	4	69x100	2.7x3.9	91	....	I.	Sep.	Al.	CC.	Ch.	Th.		a	Sol.	Grav.	M	S.P	Eng.	4	R.	2-Fab.	½Fl.	Sp.		Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	S.W.	W.W.	Wire.	1790
Surrey	18	110	56	30x5.00	6	70x122	2.7x4.75	166	....	L.	Sep.	Al.	CC.	Ch.	Pu.		a	Str.	Vac.	B.	S.P	Eng.	3	C.	2-Fab.	½Fl.	Sp.		Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	S.W.	W.W.	Wire.	2130
Swift	10	102	46	27x4.40	4	62.5x97	2.5x3.8	72	4.5	L.	Sep.	Al.	CC.	Hel.	Th.	25	abce	Sol.	Grav.	M	S.P	Eng.	4	R.	2-Fab.	½Fl.	Sp.	5.4	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M	W.N	H.S.	1456
Swift	14	114	52	31x5.25	4	72x120	2.8x4.75	119	4.5	L.	Sep.	Al.	CC.	Hel.	Th.		abce	Sol.	Grav.	M	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.0	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M	W.N	H.S.	1850
Talbot	14	120	56	30x4.75	6	61x95	2.4x3.75	101	5.4	I.	Int.	Al.	CC.	Hel.	Th.	35	abce	Smi.	Vac.	B.	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.9	T.T.	T.T.	½El	¼El	I.Rw.	I.Fw.	S.W.	W.N.	Opt.	2010
Triumph	7	81	42	27x4.00	4	56.5x83	2.25x3.2	50	5.1	L.	Int.	Al.	CC.	Ch.	Th.		ace	Zen.	Grav.	M	S.P	Eng.	3	C.	1-Fab.	¾Fl.	Wo	6.25	Sp.	T.T.	½El	¼El	I.Tr.	I.Fw.	Hyd	W.W.	Wire.	1010
Triumpg	15	112	56	30x5.50	4	77.5x115	3.0x4.5	132	4.6	L.	Int.	Al.	CC.	Ch.	Pu.	10	ace	Zen.	Vac.	M	S.P	Eng.	3	C.	2-Fab.	½Fl.	Sp.	5.1	Sp.	Sp.	½El	½El	I.Tr.	I.Fw.	Hyd	Ca.	Wire.	1840
Trojan	10	102	56	29x5.00	4	63.5x117	2.5x4.6	90	....	V.	Int.	CI.			Th.		Spl.	Own	Grav.	B.		Eng.	4	C.		Live	Ch.	3.5	Sp.	Sp.	Cant.	½El	E.Tr	I.Rw.	D.M	Plan.	Disk.	1350
Vauxhall	20	123	56	30x5.50	6	75x110	2.9x4.5	178	....	I.	Int.	Al.	CC.	Ch.	Pu.		abc	Cla	Pump.	B.	S.P	Eng.	4	C.	2-Met.	½Fl.	Sp.	4.73	Sp.	Sp.	½El	½El	E.Tr.	I.Fw.	D.M	Ca.	Wire.	2910
Waverley	16	120	51	31x5.25	6	65x100	2.6x3.9	121	5.0	I.	Int.	CI.	CC.	Ch.	Pu.	10	ace	Zen.	Vac.	M	Co.	Eng.	4	R.	2-Fab.	½Fl.	Sp.	4.3	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M	Ca.	H.S.	2240
Whitlock	21	124	52	31x5.25	6	76x121	3.0x4.75	201	4.7	I.	Int.	Al.	CC.	Ch	Pu.	15	ab.	2 Sol.	Vac.	M	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.1	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M	Ca.	Wire.	2210
Wolseley	12	106	56	29x5.00	4	69.5x101	2.75x4.0	94	....	I.	Int.	Al.	O.	Bev.	Th.	40	abce	S.U.	Vac.	M	S.P	Eng.	4	C.		½Fl.	Sp.	5.4	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M...	W.W.	H.S.	1620
Wolseley	16	117	56	30x4.75	6	65x101	2.5x4.0	122	....	I.	Int.	Al.	O.	Bev.	Th.	40	abce	S.U.	Vac.	M	S.P	Eng.	4	C.		½Fl.	Sp.	5.6	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M...	W.W.	H.S.	1950
Wolseley	21	114	56	28x5.50	6	75x101	2.95x4.0	163	....	I.	Int.	Al.	O.	Bev.	Pu.	40	abce	S.U.	Vac.	M	S.P	Eng.	4	C.		½Fl.	Sp.	4.8	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	Vac.	W.W.	Wire.	2000
Wolseley	21	127	56	31x5.25	8	65x101	2.5x4.0	164	....	I.	Int.	Al.	O.	Bev.	Pu.	40	abce	S.U.	Vac.	B.	S.P	Eng.	4	C...		½El	Sp.	5.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M	W.W.	Wire.	2120
Wolseley	32	141	56	33x6.00	8	80x100	3.1x3.9	245	....	I.	Int.	Al.	O.	Bev.	Pu.	40	abce	S.U.	Vac.	B.	S.P	Eng.	4	C.	1-Met.	¾Fl.	Sp.	5.0	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M	W.W.	Wire.	2460

ABBREVIATIONS:

A—Main Bearing (Oil System)
Al—Aluminum.
Ama—Amac
B—Battery
b—Connecting Rods (Oil System)
Be—Bevel
C—Central
C—Camshaft (Oil System)
Ch—ain
Ca—Cam
Cant—Cantilever
CC—In Crankcase
Cla—Claudel
Ch—Chain
CI—Cast Iron
Co—Cone
d—Wrist Pins (Oil System)
DM—Direct Mechanical
DP—Dual Plate
e—Timing Gears (Oil System)
½El—Half-elliptic
¼El—Quarter-elliptic
¾—Three-quarter Elliptic
Eng—Unit with Engine
E.Rw—External Rear Wheels
E.Tr—External Transmission
E.Fw—External Four Wheels
F—In Head and Side
f—132 in wheelbase
Fab—Fabric
F&M—One fabric & one metal
F.F—Full Floating
½Fl—Semi-floating
¾Fl—Three-quarter Floating
Fuel—Oil mixed with fuel
G—Friction Disk Transmission
Grav—Gravity
He—Helical Gear
H.S—Hollow Pressed Steel
Hyd—Hydraulic
Int.—Integral
I—Valves in Head
I.Fw—Internal Four Wheels
I.Rw—Internal Rear Wheels
K—Magneto and Battery
L—Valves at Side
M—Magneto
M.D—Multiple Dry Plate
Met—Metal
Opt—Optional
O.H—Overhead
Pla—Planetary
R—Right Hand
R.A—Unit with Rear Axle
R.R.—Radius Rods
S&A—Steel and Aluminum
Sep—Separate
Sl—Sleeve Valves
Sp.B—Spiral Bevel
Sp—Spur Gears
S.P—Single Plate
Smi—Smith
Spl—Splash
Spr—Springs
Sol—Solex
St—Straight Bevel
Str—Stromberg
T.A—Torque Arm
Th.S—Thermo Siphon
T.T—Torque Tube
Tran—Transverse
V—Two cycle engine
Vac—Vacuum
Var—Various
Wo—Worm
W.N—Worm and Nut
W.S—Worm and Sector
W.W—Worm and Wheel
Zen—Zenith
*—Common Combustion Chamber for each pair of cyls.

British Seek Export Trade

OPTIMISM prevailed during the last quarter of 1929 among British manufacturers concerning 1930 sales. The majority of makers and dealers profess to anticipate a record year if no industrial unrest arises and the import duty is maintained. British makers showed greater determination to increase export trade. The plan of cooperative sales and service overseas is extending. Some new models have been conceived with careful thought of export as well as home requirements. The feeling prevails that recent offerings of new light sixes will cause a considerable section of the buying public to accept larger cars than the fours previously favored, especially as the prices are similar. This will tend to raise the demand at home to the level of the export demand (which has been so different hitherto), thus justifying bigger production schedules, with consequent lower prices for overseas.

British makers in effect are trying to educate a big class of home buyers to accept a type of car that fulfills a large proportion of the demands of the foreign buyer. Judging by the response to date, the success of this plan is assured. Prospects in this class appear willing to sacrifice some economy in tax, insurance and fuel to secure the benefits of the new sixes, but comparatively few will go beyond the £16 tax rating.

CONTINENTAL PASSENGER CARS

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio	No. of Main Bearings	Valves Arrangement	Cylind's Cast in Or e Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication (Pressure to)	Fuel: Carbureter Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH																																						
Amilcar	104	47	12x45	4	60x110	2.36x4.33	77	5	2	L.	4	Int..	Al..	CC	Pin..	ThS..	ab..	Solex..	Grav..	S.E.V.	M..	12	MD..	Eng..	4	C.	1 Fab.	Sp..	5.1	Sp..	TT.	½El.	Cant.	IR..	IF..	Mech.	WS..	W..
Amilcar	108	51		8	63x 80	2.48x3.14	120	5.1	5	I.	8	Int..	Al	CC	Pin..	ThS..	abe..	Solex..	Vac..	S.E.V.	M..	12	SP..	Eng..	4	C.	1 Fab.	Sp..	4.9	Sp..	TT.	½El	½El.	IR..	IF..	Mech.	WW	W..
Aries	116	45	12x45	4	60x96	2 36x3.77	66	5	2	L.	4	Int..	Al	CC	Pin..	ThS..	abe	Solex..	Grav.	R.Bos.	M	12	MD..	Eng..	3	C.	1 Fab.	Sp..	5	Sp..	TT.	½El	½El.	IT..	IF..	Mech.	WS..	D...
Aries	116	45	13x45	4	60x96	2.36x3.77	66	5	2	I.	4	Int..	Al	CC	Pin..	ThS..	abe	Solex..	Grav.	Voltex..	B.	12	MD..	Eng..	4	C.	1 Fab.	Sp..	5	Sp..	TT.	½El	½El.	IF..	IF..	Mech.	WS..	W..
Aries	116	45	13x45	4	60x96	2.36x3.77	66	5	2	I.	4	Int..	Al	OH.	Pin	ThS..	abe	Solex..	Grav.	Voltex..	B.	12	MD..	Eng..	4	C.	2 Met..	Sp.	5.5	Sp..	Sp.	½El	½El	IR..	IF..	Servo.	SN..	W..
Aries	116	45	13x45	4	60x96	2.36x3.77	66	5	2	I.	4	Int..	Al	OH.	Bev.	Pu.	abee..	Zenith..	Vac.	Delco	B.	12	MD..	Eng..	4	C.	2 Met..	Sp.	5.5	Sp..	Sp.	½El	½El	IR..	IF..	Servo.	SN..	W..
Ballot	131	53	32x6	8	66x105	2.59x4.13	175	4.5	9	I.	8	Sep..	Dur.	OH.	Bev.	Pu.	abee..	Zenith..	Vac.	Delco	B.	12	MD..	Eng..	4	C.	2 Met..	Sp.	5.5	Sp..	Sp.	½El	¼El	IR.	IFR.	Mech.	WS.	W..
Ballot	131	53	32x6	8	66x105	2.59x4.13	175	4.5	9	I.	8	Sep..	Dur	OH.	Bev.	Pu.	abee..	Zenith..	Vac.	Delco	B.	12	Co..	Eng..	3	C.	1 Fab.	Wo	5.6	Sp.	Sp.	½El	¼El	IR.	IFR.	Mech.	WS.	W..
Ballot	142	53	32x6.20	8	68x105	2.67x4.13	175	5.1	2	I.	4	Int..	Al	CC	Pin	ThS..	abe	Solex..	Grav.	S.E.V.	M	12	Co..	Eng..	3	C.	1 Fab.	Wo	5.6	Sp.	Sp.	½El	¼El	IR.	IFR.	Mech.	WS.	W..
Benova	101	44	27x4.40	4	57.7x91	2.27x3.58	58	5.1	2	I.	4	Int..	Al	CC	Pin	ThS..	abe	Solex..	Grav.	S.E.V.	M	12	Co..	Eng..	3	C.	1 Fab.	Wo	5.6	Sp.	Sp.	½El	¼El	IR.	IF.	Mech.	WW	D...
Benova	101	44	27x4.40	4	62x 91	2.44x3.58	67	5.1	2	I.	4	Int..	Al	CC	Pin	ThS..	abe	Solex..	Grav.	S.E.V.	M	12	SP.	Eng..	3	C.	1 Met..	Sp.	5.7	TT	TT	½El	½El	IR.	IF.	Mech.	WW	A..
Benova	106	47	27x4.75	4	66x 97	2.59x3.81	80	5.4	2	I.	4	Int..	Al	CC	Pin	Pu.	abe	Zenith..	Vac.	N-E	B.	12	SP.	Eng..	3	C.	1 Met..	Sp.	5.7	TT	TT	½El	½El	IR.	IF.	Mech.	WW	A..
Berliet	114	51	13x45	4	65x112	2.55x4.4	90	4.7	3	L.	4	Sep..	Al	CC	Ch.	Pu.	abe	Zenith..	Vac.	N-E	B.	12	SP.	Eng..	3	C.	1 Met..	Sp.	5.7	TT	TT	½El	½El	IR.	IFR.	Mech.	WW	W..
Berliet	114	51	14x45	6	65x100	2.55x3.93	122	5	4	L.	6	Sep..	Al	CC	Ch.	Pu.	abe	Berliet..	Vac.	N-E	B.	12	SP.	Eng..	4	C.	1 Met..	Bev.	4	Sp.	TT.	½El	Cant.	IR.	IFR.	Mech.	WW	W..
Berliet	114	51	14x45	6	65x100	2.55x3.93	122	5.1	4	L.	6	Sep..	Al	OH.	Pin	ThS..	ab..	Cozette..	M.Pu.	Phi	M	12	MD..	Eng..	4	C.	M F.	Sp.	4.07	Sp.	TT.	½El	Cant.	IR.	IFR.	Mech.	WW	W..
B. N. C. (Sup.)	94	42	27x4.4	4	61.5x92	2.42x3.62	66	4.8	3	I.	4	Sep..	Al	CC	Pin	ThS..	abe	Solex.	Grav.	Phi	M	12	MD..	Eng..	4	C.	M F.	Sp.	4.07	Sp.	TT.	½El	Cant.	IR.	IFR.	Mech.	WW	D...
B. N. C.	92	45	27x4	4	62x90	2.44x3.54	67	6	3	I.	4	Sep..	Al	CC	Pin	ThS..	abe	2 Zenith	E.Pu.	S.E.V.	M	12	MD..	Eng..	4	C.	6 Met..	Hyp.	4.5	Lev.		Pneu.	Pneu.	IF	IFR.	Hyd.	WN..	D...
B. N. C.	106	47	27x4.4	4	69x100	2.71x3.93	91	6	3	I.	4	Sep..	Al	CC	Ch.	ThS..	abe	Scheb.	M.Pu	Delco	B.	6	MD..	Eng..	4	C.	2 Met..	Sp.	3.9	Sp.	Sp.	½El	½El	IR.	IF.	Mech.	WS.	D...
B. N. C.	143	58	16x50	8	82.5x114	3.24x4.48	305	6	7	L.	8	L.	Al	CC	Ch.	Pu.	abe	Scheb.	M.Pu	Delco	B.	6	SP.	Eng..	3	C.	2 Fab.	Sp.	6.2	Sp.	Sp.	½El	½El	IR.	IF.	Mech.	WS.	D...
B. N. C.	130	58	31x6	8	73x125	2.88x4.92	244	5.3	5	L.	8	Int..	Al	CC	Pin	ThS..	abe	Solex.	Grav.	S.E.V.	M	12	SP.	Eng..	3	C.	2 Fab.	Sp.	5	Sp.	Sp.	½El	½El	IR.	IFR.	Servo.		Alp.
Bollack	106	48	815x115	4	58x90	2.28x3.54	67	5	2	I.	4	Sep..	Al	CC	Ch.	ThS..	a	Zenith..	Grav.	Scin..	M	12	SP.		4	C.						Rub.	Rub.	IR.	IFR.	Mech.	WS.	D...
Brasier	114	51	830x130	4	68x100	2.67x3.93	91	5	3	I.	4	Sep..	Al	CC	Ch.	Pu.	abe	Solex.	Vac.	Delco	B.	12	SP.		4	C.	1 Met..	Sp.	5	TT	TT	½El	½El	IR.	IF.	Mech.	WW	W
Brasier	114	51	830x130	4	68x100	2.67x3.93	91	5	3	I.	4	Sep..	Al	CC	Ch.	Pu.	abe	Solex.	Vac.	Delco	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	5	TT	TT	½El	¼El	IR.	IF.	Mech.	WW	W
Bucciali (FWD)	137	55	32x6.75	6	80x100	3.14x3.93	207	5	7	L.	6	Sep..	Al	CC	Ch.	ThS..	a	Zenith..	Grav.	Saga	M	12	MD..	Sep	4	C.	1 Fab.	Sp.	4.2	Sp.	RR	½El	¼El	IR.	IF.	Mech.	WW	Al
Buchet	104	47	12x45	4	60x100	2.36x3.93	67		2	L.	4	Sep..	Al	OH.	Bev.	Pu.	abe	Zenith..	Vac.	Delco	B.	12	MD..	Sep	4	C.	1 Fab.	Sp.	4.1	Sp.	RR	½El	¼El	IR.	IF.	Mech.	WW	W
Bugatti	81	47	27x4.4	4	69x100	2.71x3.93	91	4.9	5	I.	4	Sep..	Al	OH.	Bev.	Pu.	abe	Zenith..	Pres.	S.E.V	M	12	MD..	Sep	4	C.	1 Fab.	Sp.	4.1	Sp.	RR	½El	¼El	IR.	IF.	Mech.	WW	W
Bugatti (Sup.)	116	49	28x4.95	8	60x100	2.36x3.93	140	5	5	I.	4	Sep..	Al	OH.	Bev.	Pu.	abe	Scheb.	Vac.	Delco	B.	12	MD..	RA	3	C.	2 Met..	Sp.	3.53	RR.	TA	½El	¼El	IF.	IFR.	Mech.	WS.	W
Bugatti	123	49	28x4.95	8	69x100	2.71x3.93	181	4.9	9	I.	8	Int..	Al	OH.	Pin	Pu.	abe	Smith..	E.Pu.	Delco	B.	12	MD..	Eng..	4	C.	1 Met..	Sp.	4.7	Sp.	TT	½El	½El	IR.	IF.	Mech.	WW	D...
Bugatti	137	55	32x6	8	81x130	3.18x5.11	326	5	9	I.	8	Int..	Al	OH.	Pin	ThS..	abe	Zenith..	Vac.	S.E.V	M	12	Co.	Eng..	4	C.	1 Met..	Sp.	7	Sp.	Sp.	½El	½El	IT..	IF.	Mech.	WW	D...
La Buire	119	53	14x50	4	70x120	2.75x4.72	112	5	3	L.	4	Sep..	CI.	CC	Ch.	Pu.	abe	Zenith..	Vac.	S.E.V	M	12	SP.	Eng..	4	C.	1 Met..	Sp.	5.5	Sp.	Sp.	½El	½El	IR.	IF.	Mech.	SN..	D...
La Buire	141	58	855x155	4	75x150	2.95x5.90	161	4.9	3	L.	4	Sep..	CI.	CC	Ch.	Pu.	abe	Solex..	Grav.	S.E.V...	M	12	SP.	Eng..	4	C.	1 Met..	Sp.	3.25	TT	TT	½El	½El	IR.	IF.	Mech.	WW	D...
Chenard & Walcker	104	49	12x45	4	69x86	2.71x3.38	79	5	2	L.	4	Int..	Al	CC	Pin	Pu.	abe	Solex..	Grav.	N-E	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	5.5	Sp.	Sp.	½El	½El	IR.	IF.	Mech.	SN.	D...
Chenard & Walcker	100	49	13x45	4	69x100	2.71x3.93	91	4.9	2	F.	4	Int..	Al	CC	Pin	ThS..	abe	Solex..	Grav.	S.E.V	M	12	SP.	Eng..	4	C.	2 Met..	Sp.	3.43	Sp.	Sp.	½El	½El	IR.	IF.	Mech.	SN	D...
Chenard & Walcker	104	49	12x45	4	69x100	2.71x3.93	91	5	2	L.	4	Int..	Al	CC	Pin	ThS..	abe	Solex..	Grav.	S.E.V	M	12	SP.	Eng..	4	C.	1 Met..	Sp.	3.4	Sp.	TT	½El	½El	IR.	IF.	Mech.	SN	A..
Chenard & Walcker	122	52	14x45	4	69.5x115	2.73x4.52	106	4.9	2	L.	4	Sep..	Al	CC	Pin	Pu.	abe	Solex.	Vac.	N-E	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	5.3	Sp.	Sp.	½El	½El	IR.	IF.	Mech.	WS.	D...
Chenard & Walcker	122	52	14x50	6	70x107	2.75x4.2	149	5	4	F.	6	Int..	Al	CC	Pin	Pu.	abe	Solex.	Vac.	N-E	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	5.1	Sp.	Sp.	½El	½El	IR.	IF.	Servo.	WS.	D...
Chenard & Walcker	135	57	15x50	6	74.5x110	2.93x4.33	175	4.8	8	I.	6	Int..	Al	CC	Pin	Pu.	abe	Solex..	Grav.	Delco	B.	6	SP.	Eng..	3	C.	2 Met..	Sp.	4.7	Sp.	Sp.	½El	½El	IR.	IF.	Servo.	WS.	D...
Citroen	112	52	13x45	4	72x100	2.83x3.93	99	4.9	4	L.	4	Int..	Al	CC	Ch.	Pu.	abe	Solex..	Vac.	Delco	B.	12	MD..	Eng..	3	C.	4 Met..	Bev.	5					IR.	IFR.	Mech.	WS.	D...
Citroen	116	56	14x45	6	72x100	2.83x3.93	149	4.9	4	L.	6	Int..	Al	CC	Ch.	Pu.	abe	Solex..	Grav.	P.Rh..	B.	12	SP.	Eng..	3	C.	4 Met..	Sp.	4.6			Trans	Trans	IR.	IFR.	Servo.		W
Citroen																															Trans	Trans	IT.	IFR.	Servo.		W
Claveau	88	45	27x4	2	70x96	2.75x3.77	45	5.2	2	2 St.	2	Sep..	Al	No..		Air	a.	Solex..	Grav.	Saga	M	12	SP.	Eng..	4	C.	2 Met..	Sp.	6			Trans	Trans	IT.	IFR.	Servo.		W
Clement & Rochelle	102	53	11x45	4	60x97	2.36x3.81	61	6	2	I.	4	Sep..	Al	CC	Pin	ThS..	abe	Solex.	Grav.	N-E	B.	12	SP.	Eng..	4	C.	2 Met..	Sp.	6									W
Cottin Desgouttes	120	55	3.50x18	6	65x100	2.55x3.93	122	4.5	4	I.	6	Int..	CI.	CC	Ch.	Pu.	abe	Claudel..	Grav.	N-E	B.	12	SP.	Eng..	4	C.	2 Met..	Sp.	6			Trans	Trans	IT.	IFR.	Servo.		W
Cottin Desgouttes	128	55	32x6	6	72x102	2.83x4	212	4.5	4	I.	6	Int..	Al	CC	Ch.	Pu.	abe	Zenith..	Grav.	N-F	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	5.2	TT.	TT	½El	½El	IF.	IF.	Servo.	SN..	W..
Delage	126	52	32x6	6	70x109	2.75x4.29	153	5.7	7	L.	6	Sep..	AlCl	CC	Ch.	Pu.	abe	Smith.	Vac.	N-E	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	4.1	TT.	TT	½El	½El	IF.	IF.	Servo.	SN..	W..
Delage	126	52	5.25x21	6	75x120	2.95x4.72	194	6	7	I.	6	Sep..	AlCl	CC	Ch.	Pu.	abe	Smith.	Vac.	N-E	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	5.2	TT.	TT	½El	½El	IF.	IF.	Servo.	SN..	W..
Delage	133	52	32x6	6	75x120	2.95x4.72	194	5.7	7	I.	6	Sep..	AlCl	CC	Ch.	Pu.	abe	Smith.	Vac.	N-E	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.	5.2	TT.	TT	½El	½El	IF.	IFR.	Servo.	SN..	W..
Delage	137	56	32x6	6	75x120	2.95x4.72	194	5.8	7	I.	6	Sep..	AlCl	CC	Ch.	Pu.	abe	Smith.	Vac.	Delco	B.	12	SP.	Eng..	4	C.	2 Met..	Sp.	5	Sp.	Sp.	½El	½El	IF.	IF.	Mech.	SN..	D...
Delage	143	56	32x6.75	8	77x109	3.03x4.29	247	5.8	5	I.	8	Sep..	AlCl	CC	Ch.	Pu.	abe	Smith.	Vac.	S.E.V.	M	12	SP.	Eng..	4	C.	2 Fab.	Sp.	5.3	Sp.	TT	½El	½El	IF.	IF.	Mech.	SN..	D...
Delage	122	52	14x45	4	72x110	2.83x4.33	109		3	I.	4	Int..	Al	CC	Pin	Pu.	abe	Solex.	Vac.	S.E.V	M	12	SP.	Eng..	4	C.	2 Fab.	Sp.	5	Sp.	TT	½El	½El	IF.	IF.	Mech.	SN..	W..
Delahaye	122	52	14x50	6	70x107	2.75x4.2	150		4	I.	6	Sep..	Al	CC	Ch.	Pu.	abe	Solex.	Vac.	S.E.V	M	12	SP.	Eng..	4	C.	2 Fab.	Sp.	4.36	Sp.	TT	½El	½El	IF.	IF.	Mech.	SN..	A..
Delahaye	122	52	14x45	4	82.5x125	3.23x4.91	163		3	I.	4	Sep..	Al	OH.	Bev.	Pu.	SpP.	Solex.	Vac.	S.E.V	M	12	SP.	Eng..	4	C.	2 Fab.	Sp.	5.3	Sp.	TT	½El	½El	IF.	IF.	Mech.	SN..	W..
Delahaye	122	52	14x45	4	82.5x125	3.23x4.91	163		3	I.	4	Sep..	Al	CC	Pin	Pu.	SpP.	Solex.	Vac	Ducel...	B.	12	SP.	Eng..	3	C.	2 Met..	Sp.	4.7	Sp.	Sp.	½El	½El	IR.	IFT.	Servo.	SN..	W
Delahaye	136	57	15x50	6	74.5x110	2.92x4.33	175		4	L.	6	Sep..	Al	CC		Pu.	abe	Solex.	Vac.	Delco	B.	6	SP.	Eng..	4	C.	2 Met..	Sp.	4.72	Sp.	Sp.	½El	½El	IR.	IFT.	Servo.	SN..	W
Delaunay Belleville	127	55	15x45	6	73x120.65	2.87x4.73	118	5	4	L.	6	Sep..	Al	CC	Ch.	Pu.	abe	Solex.	Vac.	Phi	B.	12	SP.	Eng..	4	C.	2 Met..	Sp.	4.3	Sp.	Sp.	½El	½El	IR.	IFT.	Servo.	SN..	W
Delaunay Belleville	143	55	16x50	6	75x120	2.95x4.72	194	5	7	I.	6	Sep..	Al	CC	Ch.	Pu.	abe	Solex.	Vac.	Phi	B.	12	SP.	Eng..	4	C.	2 Met..	Sp.	4.3	Sp.	Sp.	½El	¼El	IR.	IFR.	Mech.	WS.	W
Delaunay Belleville	127	55	32x6.20	6	80x120	3.14x4.72	220	5.2	7	I.	6	Sep..	Al	CC		ThS..	abe	Solex.	Grav.	Saga	M	12	SP.	Eng..	4	C.	1 Fab.	Sp.	4.1	TT	TT	½El	¼El	IR.	IFR.	Mech.	WS.	W
Derby	102	48	27x4.4	4	60x97	2.36x3.81	51	5	2	I.	4	Sep..	Al	CC		Pu.	abe	Solex.	Grav.	Duc..	M	12	SP.	Eng..	4	C.	1 Fab.	Sp.	4.4	TT	TT	½El	Cant.	IR.	IFR.	Mech.	WS	W
Derby	102	48	27x4.4	6	62.5x90	2.46x3.54	100	5	4	L.	6	Int..	Alp	CC		Pu.	abe	Solex.	Grav.	Duc..	M	12	SP.	Eng..	4	C.	1 Fab.	Sp.	4.4	TT	TT	½El	½El	IF.	IF.	Mech.	WW	W..
Derby	122	52	29x5	6	65x90	2.55x3.54	109	5	4	L.	6	Int..	Alp	CC		Pu.	abe	Zenith..	Vac.	Voltex..	M	12	Plate.	Eng..	4	C.	M F..	Sp.		TT	TT	½El	½El	IF.	IR.	Mech.	WW	W..
Derby	122	52	29x5	6	65x90	2.55x3.54	109	5	4	L.	6	Int..	Alp	CC		Pu.	abe	Zenith..	Vac.			12	Plate.	Eng..	4	C.	M F.	Sp.	4.9	TT.	TT.	½El	½El	IF.	IR.	Mech.	WW	W..
De Dion Bouton	126	55	13x45	4	72.5x120	2.85x4.72	118	5	3	I.	4	Sep..	Al	CC	Ch.	Pu.	abe	Zenith..	Grav.	Duc..	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.		Sp.	Sp	½El	½El	IR.	IFR.	Mech.	WS.	D...
De Dion Bouton	134	55	33x6	8	64x97	2.51x3.81	151	5	9	I.	8	Sep..	Al	CC	Ch.	ThS..	abe	Zenith..	Grav.	Duc..	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.		Sp.	TT.	½El	½El	IR.	IFR.	Mech.	WS.	D...
Donnet	112	54	13x45	4	63.5x103	2.49x4.04	90	5	3	L.	4	Int..	Al	CC	Ch.	Pu.	abe	Zenith..	Grav.	Duc..	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.		Sp.	TT.	½El	½El	IR.	IFR.	Mech.	WS.	D...
Donnet	112	54	13x45	6	63.5x96	2.49x3.78	111		4	L.	6	Int..	Al	CC	Ch.	Pu.	abe	Zenith..	Grav.	Duc..	B.	12	SP.	Eng..	4	C.	1 Met..	Sp.		Sp.	TT.	½El	½El	IR.	IFR.	Mech.	WS.	D...

Donnet	126	54	15x50	6	70x110	2.75x4.33	155		7	L	6	Int	Al	CC	Ch	Pu	abc	Solex	Vac	Duc	B	12SP	Eng	4	C	1	Met	Sp		Sp	TT	½El	½El	IR	IFR	Mech	WS	W
Harris Leon Laisne	126	55	827x151	6	73x120	2.87x4.72	183		4	L	6	Int	Al	CC	Pin	Pu	abc	Scheb	Grav	Delco	B	6SP	Eng	3	C		Met	Wo	5	Lev	Lev	Rub	Rub	IT	IFR	Hyd	WS	W
Harris Leon Laisne	118	55	827x151	6	67x114	2.63x4.48	146		4	L	6	Int	Al	CC	Pin	Pu	abc	Scheb	Grav	Delco	B	6SP	Eng	3	C		Met	Wo	5	Lev	Lev	Rub	Rub	IT	IFR	Hyd	WS	W
Hispano Suiza	145	57	17x50	6	100x140	3.93x5.51	384	4.5	7	I	6	Sep	Al	OH	Pin	Pu	abc	Solex	E.Pu	Delco	B	12SP	Eng	3	R	2	Met	Sp		TT	TT	½El	½El	IR	IFR	Servo	SN	W
Hispano Suiza	145	57	17x50	6	110x140	4.33x5.51	463	5	7	I	6	Sep	Al	OH	Pin	Pu	abc	Solex	E.Pu	Delco	B	12SP	Eng	3	R	2	Met	Sp		TT	TT	½El	½El	IR	IFR	Servo	SN	W
Hotchkiss	120	54	32x6	4	80x120	3.14x4.72	147	5.2	3	I	4	Int	Al	CC	Pin	ThS	abc	Solex	Vac	Duc	M	12SP	Eng	4	C	1	Met	Sp	4.9	TT	TT	½El	½El	IR	IFR	Mech	WS	W
Hotchkiss	130	54	32x6	6	80x100	3.14x3.93	184	5.2	7	I	6	Int	AlCl	CC	Pin	Pu	abc	Solex	Vac	Delco	B	12SP	Eng	4	C	1	Met	Sp	4.9	TT	TT	½El	½El	IR	IFR	Mech	WS	W
Hurtu	108	49	13x45	4	62x110	2.44x4.33	81		2	L	4	Sep	CI	CC	Ch	ThS	a	Solex	Grav	S.E.V	M	12SP	Eng	3	C	2	Fab	Sp	4.3	Sp	Sp	½El	½El	IF	IFR	Mech	WW	D
Hurtu	121	53	14x50	4	70x130	2.75x5.11	122		3	I	4	Sep	Al	CC	Ch	ThS	a	Solex	Grav	S.E.V	M	12SP	Eng	3	R	1	Met	Sp	4.3	Sp	TT	½El	Cant	IF	IFR	Mech	WW	W
La Licorne	96	49	11x45	4	60x80	2.36x3.14	55	5	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Voltex	M	12SP	Eng	3	C	1	Fab	Sp	6.2	Sp	TT	½El	¼El	IFR	IFR	Mech	WS	D
La Licorne	106	51	12x45	4	65x105	2.55x4.12	84	4.5	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	S.E.V	M	6Co	Eng	4	C	2	Met	Sp	4.7	Sp	Sp	½El	½El	IR	IFR	Mech	WS	D
La Licorne	106	51	14x50	4	70x105	2.75x4.12	98	5	2	L	4	Sep	Al	CC	Pin	ThS	abc	Solex	Grav	S.E.V	M	6Co	Eng	4	C	2	Met	Sp	4.7	Sp	Sp	½El	½El	IR	IFR	Mech	WS	D
La Licorne	116	51	13x45	4	67x120	2.63x4.72	103	5	2	L	4	Sep	Al	CC	Ch	ThS	a	Solex	Grav	S.E.V	M	6Co	Eng	4	C	2	Met	Sp	4.7	Sp	Sp	½El	½El	IR	IFR	Mech	WS	D
Lombard				8	70x97	2.75x3.81	182	5	9	I		Int	Al	OH	Ch	Pu	abc	Solex	Vac	Delco	B	12SP	Eng	4	C	1	Met	Sp	4.8	TT	TT	½El	½El	IR	IFR	Mech	WS	W
Lorraine	120	55	30x6	6	75x130	2.95x5.11	210	6	5	I	6	Sep	Al	CC	Pin	Pu	abc	Zenith	Grav	Delco	B	12SP	Eng	4	C	1	Met	Sp	4	TT	TT	½El	Cant	IR	IFR	Servo	SN	W
Lorraine	122	55	33x6	6	75x130	2.95x5.11	210	5.25	5	I	6	Sep	Al	CC	Pin	Pu	abc	Zenith	Vac	Delco	B	12SP	Eng	4	C	1	Met	Sp	4.8	TT	TT	½El	Cant	IR	IFR	Servo	SN	W
Mathis	107	48	12x45	4	60x105	2.36x4.12	72	5.25	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Delco	B	6SP	Eng	4	C	2	Fab	Sp	4.6	Sp	Sp	½El	½El	IR	IFR	Mech	SN	D
Mathis	115	49	13x45	6	65x100	2.55x3.93	122	5.25	4	L	6	Int	Al	CC	Ch	ThS	abc	Solex	Vac	Delco	B	6SP	Eng	4	C	2	Met	Hyp	4.5	Sp	Sp	½El	½El	IR	IFR	Mech	SN	D
Mathis	124	54	13x45	6	80x100	3.14x3.93	183	5.25	4	L	6	Int	Al	CC	Ch	ThS	abc	Solex	Vac	Delco	B	6SP	Eng	4	C	2	Met	Hyp	4.1	Sp	Sp	½El	½El	IR	IFR		SN	D
Messier	129	50	32x6.20	8	73.2x120	2.87x4.72	226	5.2	5	L	8	Int	Al	CC	Ch	Pu	abc	Scheb	Vac	Delco	B	6SP	Eng	3	C	2	Met	Sp	5	Paral	Paral	Pneu	Pneu	E-T	IFR	Mech	SN	W
Messier	141	56	33x6.75	8	82.5x114	3.24x4.50	298	5.2	5	L	8	Int	Al	CC	Ch	Pu	abc	Strom	M.Pu	Delco	B	6MD	Eng	4	C	2	Met	Sp	4.5	Paral	Paral	Pneu	Pneu	E-T	IFR	Mech	SN	W
Morris Leon Bollee	122	56	31x5.25	4	80x120	3.14x4.72	147	5	3	L	4	Int	Al	CC	Pin	ThS	abc	Zenith	Vac	R.Bos	M	12MD	Eng	4	C	1	Met	Sp	4.9	TT	TT	½El	½El	IR	IFR	Mech	WW	W
Morris Leon Bollee	122	56	32x6	6	74x103	2.91x4.05	162	5.3	7	I	6	Int	Al	OH	Pin	Pu	ab	S.U.	Vac	Voltex	M B	12MD	Eng	4	C	1	Met	Sp	5.6	TT	TT	½El	½El	IR	IFR	Mech	WW	W
Morris Leon Bollee	141	56	32x6.20	8	70x100	2.75x3.93	187	5.3	10	I	8	Int	Al	OH	Pin	Pu	abc	Solex	Vac	Delco	B	12MD	Eng	4	C	2	Fab	Sp	5.6	TT	TT	½El	½El	IR	IFR	Mech	WW	W
Motobloc	114	51	14x45	4	68x100	2.67x3.93	88	5	2	I	4	Sep	CI	OH	Bev	Pu	abc	Zenith	Vac	S.E.V	M	12SP	Eng	3	C	2	Met	Sp	5	TT	TT	½El	½El	IR	IF	Mech	SN	D
Motobloc	122	55	14x50	6	72x100	2.83x3.93	148	5	4	L	6	Int	CI	CC	Pin	Pu	abc	Solex	Vac	Delco	B	6SP	Eng	3	C	1	Met	Sp	5.5	TA	TA	Trans	Cant	IT	IF	Mech	Spec	D
Omega	141	57	33x6.75	8	75x115	2.95x4.52	244	5.7	9	I	8	Sep	Al	OH	Bev	Pu	abc	Solex	Vac	R.Bos	M	12MD	Eng	3	C	1	Met	Sp	5	TT	TT	½El	½El	IR	IF	Servo	WS	W
Panhard-Levassor	122	54	14x50	6	67x86.5	2.63x3.39	112	5.78	4	Sl	6	Sep	Al	CC	Ch	ThS	a	Panhard	Pres		B	12SP	Eng	4	C	1	Met	Sp	5.2	TT	TT	½El	¼El	IFR	IFR	Mech	SN	A
Panhard-Levassor	122	54	14x50	6	69.5x103	2.72x4.05	143	5.1	4	Sl	6	Sep	Al	CC	Pin	ThS	a	Panhard	Vac		B	12SP	Eng	4	C	1	Met	Sp	4.8	TT	TT	½El	¼El	IFR	IFR	Mech	SN	A
Panhard-Levassor	139	59	17x50	6	75x130	2.95x5.11	210	5	4	Sl	6	Sep	Al	CC	Ch	Pu	a	Panhard	Pres		B	12SP	Eng	4	C	1	Met	Sp	4.78	TT	TT	½El	½El	IR	IFR	Mech	SN	A
Panhard-Levassor	130	56	32x6	6	85x103	3.34x4.05	213	5	4	Sl	6	Sep	Al	CC	Pin	Pu	a	Panhard	Vac		B	12SP	Eng	4	C	1	Met	Sp	4.22	TT	TT	½El	½El	IFR	IFR	Mech	SN	A
Panhard-Levassor	141	59	17x50	8	85x112	3.34x4.39	309	5	5	Sl	8	Sep	Al	CC	Pin	Pu	a	Panhard	Vac		B	12SP	Eng	4	C	1	Met	Sp		TT	TT	½El	½El	IFR	IFR	Mech	SN	A
Peugeot	8[illegible]	41	11x45	4	51x85	2.00x3.34	42	5.4	2	L	4	Int	Al	CC	Ch	ThS	SpP	Solex	Grav	R.Bos	B	6SP	RA	3	C	1	Fab	Wo	7.2	TT	TT	Trans	¼El	IR	IFR	Mech	Bev	D
Peugeot	96	45	12x45	4	63x90	2.48x3.54	68	5.4	2	L	4	Int	Al	CC	Ch	Pu	abc	Solex	Grav	Delco	B	12SP	Eng	3	C	1	Met	Wo	6.2	TT	TT	Trans	¼El	IR	IFR	Mech	WS	D
Peugeot	117	51	14x45	6	65x100	2.55x3.93	121	5	3	L	6	Int	Al	CC	Ch	Pu	abc	Solex	Vac	R.Bos	B	12SP	Eng	4	C	1	Met	Sp	6.1	Sp	TT	½El	½El	IR	IFR	Mech	SN	D
Rally	98	49	27x4	4	59x100	2.32x3.93	61		2	I	4	Sep	Al	CC	Pin	ThS	abc	Solex	Grav	R.Bos	M	6Co	Eng	4	C	2	Fab	Sp	4.5	Sp	Sp	½El	½El	IR	IF	Mech	WS	W
Rally	110	49	730x120	4	64x93.5	2.51x3.68	73		2	I	4	Sep	Al	CC	Pin	ThS	abc	Solex	Grav	R.Bos	M	6Co	Eng	4	C	2	Fab	Sp	4.4	Sp	Sp	½El	½El	IR	IF	Mech	WS	W
Renault	104	51	12x45	6	58x93	2.28x3.66	90	5	4	L	6	Int	Al	CC	Pin	ThS	ab	Renault	Grav	Delco	B	12SP	TT	3	C	1	Met	Sp	5.66	TT	TT	½El	Trans	IR	IFR	Mech	WS	D
Renault	121	57	14x50	4	75x120	2.95x4.72	129	4.7	2	L	4	Int	Al	CC	Pin	ThS	ab	Renault	Grav	Delco	B	12SP	TT	3	C	1	Met	Sp	4.77	TT	TT	½El	Trans	IR	IFR	Mech	WS	D
Renault	121	57	14x50	6	75x120	2.95x4.72	193	4.8	4	L	6	Int	Al	CC	Ch	Pu	abc	Renault	M.Pu	Delco	B	6SP	TT	3	C	1	Met	Sp		TT	TT	½El	Tr.Ca	IR	IFR	Servo	WS	D
Renault	131	57	15x50	8	75x120	2.95x4.72	258	4.8	5	L	8	Int	Al	CC	Ch	Pu	abc	Renault	M.Pu	Delco	B	12SP	TT	3	C	1	Met	Sp		TT	TT	½El	Tr.Ca	IR	IFR	Servo	WS	D
Renault	146	59	16x50	8	95x140	3.74x5.51	434	4.8	9	L	8	Sep	Al	CC	Ch	Pu	abc	Renault	M.Pu	Delco	B	12MD	TT	3	C	1	Met	Sp		TT	TT	½El	Tr.Ca	IR	IFR	Servo	WS	W
Rochet-Schneider	141	57		6	80x125	3.14x4.8	229	4.8	4	I	6	Sep	Al	CC	Pin	Pu	abc	Zenith	Vac	S.E.V	M B	12SP	Eng	4	C	2	Met	Sp	5.07	Sp	TT	½El	½El	IR	IFR	Servo	SN	W
Rochet-Schneider	141	57		6	88x125	3.46x4.8	278	4.8	4	I	6	Sep	Al	CC	Pin	Pu	abc	Zenith	Vac	S.E.V	M B	12SP	Eng	4	C	2	Met	Sp	5.07	Sp	TT	½El	½El	IR	IFR	Servo	SN	W
Rolland-Pilain	119	52	14x50	4	67.4x105	2.64x4.12	91.5		3	L	4	Sep	Al	CC	Pin	Pu	abc	Solex	Vac		B	12MD		4	C	1	Met	Sp	5	Sp	TT	½El	½El	IR	IFR	Servo	WS	W
Rolland-Pilain	129	54	16x50	6	67.3x102	2.64x4.01	128	5	7	F	6	Sep	Al	CC	Pin	Pu	abc	Solex	Vac		B	12SP	Eng	4	C	1	Met	Sp	5.7	Sp	TT	½El	½El	IR	IFR	Servo	WS	W
Rosengart	75	40	27x4	4	56x76	2.2x2.99	45	4.9	2	L	4	Sep	Al	CC	Pin	ThS	a	Solex	Grav	R.Bos	B	6SP	Eng	3	C	1	Met	Sp	5.2	Sp	TA	Trans	¼El	IF	IFR	Mech	WW	W
																										1	Fab											
Salmson	98	44	720x120	4	62x90	2.44x3.54	66	4.8	2	I	4	Sep	Al	CC	Pin	ThS	SpP	Solex	Grav	Salmson	M	12SP	Eng	3	C	1	Met	Sp	5	TT	TT	½El	Cant	IR	IF	Mech	WW	W
Salmson	104	47	720x120	4	65x98	2.55x3.85	79		3	I	4	Sep	Al	OH	Pin	Pu	abc	Solex	Grav	Salmson	M	12SP	Eng	3	C	2	Fab	Sp		Sp	Sp	½El	¼El	IR	IFR	Mech	WS	W
Sandford	101	53	27x4	4	60x97	2.36x3.81	66	4.5	2	I	4	Sep	Al	CC	Pin	ThS	abc	Solex	Grav	Saga	M	6MD	TT	3	C	1	Met	Sp	3.75	Fork	Fork	Coil	½El	IF	IR	Mech	WS	W
Sara	106	45	720x120	4	62x91	2.44x3.58	61	4.5	2	I	1	Sep	Al	CC	Pin	Air	ab	Solex	Grav	Voltex	M	12SP	Eng-	4	C	1	Met	Sp	4.1	RR	TT	½El	½El	IFR	IFR	Mech	WW	W
Sara	118	50	14x50	6	60x88	2.36x3.46	109	4.6	3	I	1	Sep	Al	CC	Pin	Air	ab	Cozette	Grav	Voltex	M	12SP	Eng	4	C	1	Met	Sp	3.5	Sp	Sp	½El	½El	IFR	IFR	Mech	WW	W
																										1	Fab											
Sensaud de Lavaud	126	56	849x151	6	77x110	3.03x4.33	183	5.5	7	L	6	Int	Al	CC	Ch	Ste	abc	Zenith	Vac	Delco	B	12SP	RA		C	1	Met	Sp	4.7	TT	TT	Rub	Rub	IR	IF	Hyd		Alp
Sima Standard	92	45	27x4.40	4	55x90	2.16x3.54	52		2	L	4	Int	Al	CC	Pin	ThS	a		Grav	Saga	M	6MD	Eng	3	C	1	Fab	Sp	4.8	Sp	TT	½El	¼El	IR	IR	Mech	SN	D
Suere	102	47	720x120	4	62x96	2.44x3.77	73	4.7	2	L	4	Sep	CI	CC	Pin	ThS	SpP	Zenith	Grav	R.Bos	M	6SP	Eng	3	C	1	Fab	Sp	5	Sp	TT	½El	Cant	IT	IF	Mech	WW	D
Suere	112	53	775x145	4	70x120	2.75x4.72	111	4.7	2	L	4	Sep	CI	CC	Pin	ThS	SpP	Solex	Grav	R.Bos	M	6SP	Eng	4	C	1	Fab	Sp	4.3	Sp	Sp	½El	Cant	IT	IF	Mech	WW	D
Suere	131	53	775x145	6	65x120	2.55x4.72	146	4.7	4	L	6	Sep	CI	CC	Pin	ThS	SpP	Solex	Vac	R.Bos	M	6SP	Eng	3	C	1	Fab	Sp	4.01	Sp	TT	½El	Cant	IT	IF	Mech	WS	D
Talbot	123	56	31x6	6	67x94.5	2.63x3.71	122	5.25	4	I	6	Int	AlCl	CC	Pin	Pu	abc	Solex	Vac	Delco	B	12SP	Eng	4	C	2	Met	Sp	5.5	Sp	Sp	½El	½El	IR	IFR	Mech	SN	StS
Talbot	127	56	32x6	6	75x100	2.95x3.93	166	5.1	7	I	6	Int	AlCl	CC	Pin	Pu	abc	Solex	Vac	Delco	B	12SP	Eng	4	C	1	Met	Sp	5.3	TT	TT	½El	½El	IR	IFR	Mech	SN	StS
Talbot	131	56	30x6.75	8	78x100	3.07x3.93	231	5.1	9	I	8	Int	AlCl	CC	Pin	Pu	abc	Solex	Vac	Delco	B	12MD	Eng	4	C	1	Met	Sp	4.8	TT	TT	½El	½El	IR	IFR	Servo	SN	StS
Talbot	143	56	30x6.75	8	78x100	3.07x3.93	231	5.1	9	I	8	Int	AlCl	CC	Pin	Pu	abc	Solex	Vac	Delco	B	12SP	Eng	4	C	1	Met	Sp	5.3	TT	TT	½El	½El	IR	IFR	Servo	SN	StS
Tract (FWD) Sup.	114	49	29x5	4	70x105	2.75x4.12	97	5.5	2	I	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	Duc	M	12MD	Eng	4	C	2	Met	Sp	4.5	Frame	Frame	Spec	¼El	IR	IFR	Mech	WS	W
Tract (FWD) Sup.	122	55	31x5.25	6	69x120	2.71x4.72	158	5.2	4	L	6	Sep	CI	CC	Ch	Pu	abc	Solex	Grav	Delco	B	6SP	Eng	3	C	2	Met	Sp	4.5	Frame	Frame	Spec	¼El	IR	IFR	Mech	WS	W
Unic	128	56	15x50	4	72.8x120	2.86x4.72	122	4.55	3	L	4	Sep	Al	CC	Ch	Pu	abc	Viel	Vac	R.Bos	M	12SP	Eng	4	C	2	Met	Sp	5.2	Sp	Sp	½El	DC	IR	IFR	Mech	SN	W

ABBREVIATIONS ..

A—artillery
a—Main Bearings
Al—Aluminum
AlCl—Aluminum and Cast Iron
Alp—Alpax
B—Battery
b—Lower Rod Bearings
Bev—Bevel Gear
C—Center
c—Camshaft
Cant—Cantilever
CC—Crankcase
Ch—Chain
CI—Cast Iron
CL—Cam and Lever
Co—Cone
d—Wrist pin bearings
D—Disk
DC—Double Cantilever
DM Direct Mechanical
DR—Delco Remy
Duc—Ducellier
Dur—Duralumin
e—Timing Gear Case
Eise—Eisemann
EF—External Four Wheels
El—Elliptic
Eng—Unit with Engine
E.Pu—Electric Pump
ER—External Rear Wheels
ET—External Transmission
Ex—Expanding Shoe
F—"F" Head (Valves)
Fab—Fabric
FWD—Front Wheel Drive
Grav—Gravity
HS—Hollow Spoke
Heli—Helical Gear
Hyd—Hydraulic
Hyp—Hypoid
I—Valves in Head
IF—Internal Four Wheels
IFT—Internal Front and Transmission
IT—Internal Transmission
Int—Integral
IR—Internal Rear Wheels
L—"L" Head
Le—Lever
M—Magneto
Mag—Magnesium
Mar—Marelli
MB—Magneto and Battery
MD—Multiple Disk
Mech—Mechanically operated
Met—Metal Universals
MF—Metal and Fabric
M.Pu—Mechanical Pump
N-E—North East
N—None
OH—Overhead
Paral—Parallogram
Pin—Pinion
Pl—Planetary
Pneu—Pneumatic
P.Rh.—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
RA—Unit with Rear Axle
R.Bos—Robert Bosch
RR—Radius Rods
Scheb—Schebler
Scin—Scintilla
Sep—Separate
SL—Sleeve Valve
SN—Screw and Nut
Sp—(Torque and Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
SpP—Splash with Pressure
StS—Steel Spoke
Spc—Aluminum Piston with Cast Iron Skirt
St—Straight Bevel
Ste—Steam
Strom—Stromberg
SwA—Swinging Axle
Sup—Supercharger
TA—Torque Arm
T½ El—Transverse ½ Elliptic
ThS—Thermo Syphon
Tr.Ca—Transverse Cantilever
Trans—Transverse
TT—Torque Tube
Vac—Vacuum
Var—Various
Vict—Victrix
W—Wire
West—Westinghouse
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
X—Sleeve Valve
2St—Two Cycle
†—1929 Specifications

CONTINENTAL PASSENGER CARS—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio	No. of Main Bearings	Valves Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH—Cont.																																					
Unic	136	55	15x50	8	63x100	2.48x3.93	152	4.9	9I	8	Sep.	Al.	CC.	Pin	Pu.	abe.	Zenith.	Vac.	Duc.	M.	12	SP.	Eng.	4	C.	3 Met.	Sp.	5.5	Sp.	Sp.	½El.	½El.	IR.	IFR.	Mech.	SN.	W.
Vermorel	120	51	14x50	4	70x110	2.75x4.32	103	4.95	2I	4	Sep.	Al.	CC.	Pin	ThS.	abe.	Zenith.	Vac.	S.E.V.	M.	12	SP.	Eng.	4	C.	2 Fab.	Sp.	5	Sp.	Sp.	½El.	½El.	IR.	IFR.	Servo.	WS.	D.
Vermorel	122	51	14x50	6	65x100	2.55x3.93	122	5.32	3I	6	Sep.	Al.	CC.	Pin	ThS.	abe.	Zenith.	Grav.	Delco	B.	12	SP.	Eng.	4	C.	2 Fab.	Sp.	5	Sp.	TT.	½El.	½El.	IR.	IFR.	Servo.	WS.	W.
Voisin	126	55	15x50	6	67x110	2.63x4.33	146	5.2	3Sl	6	Sep.	Mag	CC.	Ch.	Pu.	abe.	Cozette.	E.Pu.	Delco	B.	24	SP.	Eng.	4	C.	1 Met.	Sp.	4.7	TT.	TT.	½El.	½El.	IR.	IFR.	Servo.	SN.	W.
Voisin	140	59	32x6.75	12	64x100	2.51x3.93	234	5.5	3Sl	6	Sep.	Mag	CC.	Ch.	Pu.	abe.	Cozette.	Vac.	Delco	B.	24	MD.	Eng.	4	C.	1 Met.	Sp.	4.7	TT.	TT.	½El.	½El.	IR.	IFR.	Servo.	SN.	W.
Voisin	140	59	32x6.75	6	86x130	3.38x5.11	274	5.2	3Sl	6	Sep.	Mag	CC.	Ch.	Pu.	abe.	Zenith.	E.Pu.	Delco	B.	24	SP.	Eng.	4	C.	1 Met.	Sp.	3.9	TT.	TT.	½El.	½El.	IR.	IFR.	Servo.	SN.	W.
Voisin	140	59	32x6.75	6	94x140	3.70x5.51	355	5.2	3Sl	6	Sep.	Mag	CC.	Ch.	Pu.	abe.	Zenith.	E.Pu.	Delco	B.	24	SP.	Eng.	4	C.	1 Met.	Sp.	3.9	TT.	TT.	½El.	½El.	IR.	IFR.	Servo.	SN.	W.
ITALIAN																																					
Alfa Romeo	107	54	28x5.25	6	65x88	2.55x3.46	106	5	5I	6	Sep.	Al.	OH.	Hel.	Pu.	abe.	Memini.	Vac.	RBos.	B.	12	MD.	Eng.	4	C.	1 Met.	Sp.	4.2	TT.	TT.	½El.	½El.	IFR.	IFR.	Mech.	WW.	W.
Alfa Romeo	114	54	28x5.25	6	65x88	2.55x3.46	106	5.75	5I	6	Sep.	Al.	OH.	Hel.	Pu.	abe.	Solex.	Vac.	RBos.	B.	12	MD.	Eng.	4	C.	1 Met.	Sp.	5.5	TT.	TT.	½El.	½El.	IFR.	IFR.	Mech.	WW.	W.
Alfa Romeo	122	54	29x5.25	6	65x88	2.55x3.46	106	5.5	5I	6	Sep.	Al.	OH.		Pu.	abe.	Solex.	Vac.	RBos.	B.	12	MD.	Eng.	4	C.	1 Met.	Sp.	4.9	TT.	TT.	½El.	½El.	IFR.	IFR.	Mech.	WW.	W.
Ansaldo	110	55	28x5.77	4	70x120	2.75x4.72	112	5.2	3I	4	Int.	Al.	OH.		Pu.	abe.	Zenith.	Vac.	RBos.	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	5	Sp.	Sp.	½El.	½El.	ET.	IFR.	Mech.	WW.	W.
Ansaldo	110	55	28x5.77	4	72.5x120	2.85x4.72	120	6.5	3I	4	Int.	Al.	OH.		Pu.	abe.	Zenith.	El.Pu.	RBos.	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.1	Sp.	Sp.	½El.	½El.	ET.	IFR.	Mech.	WW.	A.
Ansaldo	110	55	30x6	6	75x105	2.95x4.12	169	5.8	7I	6	Int.	Al.	OH.	Ch.	Pu.	abe.	Zenith.	M.Pu.	RBos.	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.9	Sp.	Sp.	½El.	½El.	ET.	IFR.	Mech.	WW.	A.
Ansaldo	116	55	30x6	6	75x105	2.95x4.12	169	5.8	7I	6	Int.	Al.	OH.	Ch.	Pu.	abe.	Zenith.	M.Pu.	RBos.	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.3	Sp.	Sp.	½El.	½El.	IFR.	IFR.	Mech.	WW.	D.
Ansaldo	130	55	30x6.50	8	75x100	2.95x3.93	213	5.8	5I	8	Int.	Al.	CC.	Ch.	Pu.	abe.	Zenith.	M.Pu.	RBos.	B.	12	SP.	TT.	4	C.	1 Met.	Sp.	5.8	TT.	TT.	½El.	½El.	IR.	IFR.	Mech.	WW.	A.
Bianchi	108	55	730x130	4	64x100	2.51x3.93	78	5.25	3I	4	Int.	Al.	CC.	Pin	ThS.	abe.	Zenith.	Grav.	RBos.	B.	12	SP.				1 Fab.												
Fiat	100	47	12x45	4	57x97	2.24x3.81	60	5.35	3I	4	Int.	Al.	OH.	Ch.	ThS.	abe.	Solex.	Grav.	Marelli.	M.	12	SP.	Eng.	3	C.	1 Met.	Sp.	6.1	TT.	TT.	½El.	½El.	IR.	IF.	Mech.	WW.	D.
Fiat	114	55	28x5.25	6	68x103	2.67x4.04	137	4.95	7L	6	Int.	Al.	CC.	Ch.	Pu.	abe.	Solex.	Vac.	Delco	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	5.3	Sp.	Sp.	½El.	½El.	IR.	IF.	Mech.	WW.	D.
Fiat	123	55	30x6	6	72x103	2.83x4.04	153	4.95	7L	6	Int.	Al.	CC.	Ch.	Pu.	abe.	Solex.	Vac.	Delco	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	5.3	Sp.	Sp.	½El.	½El.	IR.	IF.	Mech.	WW.	D.
Fiat	118	55	30x6	6	82x118	3.22x4.64	228	5.1	7L	6	Int.	Al.	CC.	Ch.	Pu.	abe.	Solex.	Vac.	Delco	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.3	Sp.	Sp.	½El.	½El.	IR.	IFR.	Servo.	WS.	W.
Fiat	146	57	32x6.75	8	82x118		304		9L	8	Sep.	Al.	CC.	Ch.	Pu.	aoe.	Zenith.	Vac.	RBos.	M.	12	SP.	Eng.	3	C.	1 Met.	Sp.	4.1	TT.	TT.	½El.	½El.	IR.	IFR.	Servo.	WS.	W.
Isotta Fraschini	145	56	33x6.75	8	95x130	3.74x5.11	449	5	9I	8	Sep.	Al.	CC.	Ch.	Pu.	abe.	Zenith.	E.Pu.	RBos.	B.	12	MD.	Eng.	4	C.	1 Met.	Sp.	4.55	TT.	TT.	½El.	½El.	IFR.	IFR.	Servo.	WW.	W.
Itala	110	52	13x45	6	65x100	2.55x3.93	122	6	7I	6	Int.	Al.	OH.	Pin	Pu.	abe.	Zenith.	Vac.	RBos.	B.	12	MD.	Eng.	4	C.	1 Met.	Sp.	5.1	TT.	TT.	½El.	½El.	IFR.	IFR.	Servo.	WW.	W.
Itala	126	55	30x5.25	6	65x100	2.55x3.93	122	6	7I	6	Int.	Al.	OH.	Hel.	Pu.	abe.	Zenith.	Vac.	RBos.	B.	12	SP.	Eng.	4	C.	MF.	Sp.	4.4	TT.	TT.	Coil.	½El.	IR.	IF.	Mech.	WW.	W.
Lancia	134	56	14x50	4	82.5x120	3.23x4.72	156	5.2	3I	4	Sep.	Al.	OH.	Hel.	Pu.	abe.	Zenith.	Vac.	RBos.	B.	12	SP.	Eng.	4	C.	3 Met.	Hyp.	4.2	Sp.	Sp.	Coil.	½El.	IR.	IFR.	Mech.	WS.	W.
Lancia	137	57	16x50	8	79.3x100	3 11x3.93	241	5.35	5I	8	Int.	Al.	CC.	Ch.	Pu.	abe.	Zenith.	E.Pu.	RBos.	B.	12	SP.	Eng.	4	C.													
BELGIAN																																					
A. D. K.	115	52	14x45	8	63x94	2.48x3.70	107	4.01	3I	8	Sep.	Al.	CC.	Pin	Pu.	abe.	Solex.	Vac.	Scin.	M.	12	SP.	Eng.	3	C.	2 Met.	Sp.	4.6	Sp.	Sp.	½El.	½El.	IT.	IFR.	Servo.	WS.	D.
F. N.	111	50	730x130	4	68x100	2.67x3.93	88	4.5	3I	4	Sep.	Al.	CC.	Pin	ThS.	abe.	Solex.	Grav.	Bosch.	B.	6	SP.	Eng.	4	C.	2 Fab.	Sp.	5.2	Sp.	Sp.	½El.	½El.	IR.	IFR.	Mech.	WS.	A.
Imperia	106	50	730x130	4	66x80	2.59x3.14	61	5	2Sl	4	Sep.	Al.	CC.	Pin	ThS.	ab.	Solex.	Grav.	Bosch.	B.	6	SP.	Eng.	4	C.	2 Fab.	Sp.	5.7	Sp.	Sp.	½El.	½El.	IR.	IFT.	Servo.	WS.	A.
Imperia	105	50	740x149	6	66x80	2.59x3.14	100	5	4Sl	6	Sep.	Al.	CC.	Ch.	Pu.	abe.	Zenith.	M.Pu.	Scin.	B.	12	MD.	Eng.	3	C.	2 Met.	Sp.	5.1	Sp.	Sp.	½El.	½El.	IR.	IFT.	Servo.	WS.	D.
Minerva	119	56	780x150	6	68x92	2.67x3.62	122	5.5	7Sl	6	Sep.	Al.	CC.	Ch.	Pu.	abe.	Zenith.	Vac.	Scin.	M.	12	MD.	Sep.	3	R.	2 Met.	Sp.	5.8	Sp.	Sp.	½El.	½El.	IR.	IFR.	Servo.	WS.	W.
Minerva	137	57	32x6.75	6	95x140	3.74x5.51	363	5.25	7Sl	6	Sep.	Al.	CC.	Ch.	Pu.	ab.	Zenith.	Vac.	Scin.	M.	12	MD.	Sep.	3	R.	2 Met.	Sp.	3.3	Sp.	TT.	½El.	Cant.	IR.	IFR.	Servo.	WS.	W.
Minerva	149	57	33x6.75	6	96x140	3.74x5.51	363	4.85	7Sl	6	Sep.	Al.	CC.	Ch.	Pu.	abe.	Zenith.	M.Pu.	Scin.	M B	12	MD.	Eng.	3	C.	3 Met.	Sp.	3.9	Sp.	TT.	½El.	Cant.	IR.	IFR.	Servo.	WS.	W.
Minerva	153	59	32x6.75	8	90x130	3.54x5.11	409	4.9	9Sl	8	Sep.	Al.	CC.	Ch.	Pu.	abe.	Zenith.	M.Pu.	Scin.	B.	12	MD.	Eng.	3	C.	3 Met.	Sp.	3.7	Sp.	TT.	½El.	½El.	IR.	IFR.	Servo.	WS.	W.
Minerva	143	59	32x6	8	75x112	2.95x4.4	244	4.9	9Sl	8	Sep.	Al.	CC.	Pu.	Pu.	abe.	Zenith.	M.Pu.	Scin.	B.	12	MD.	Eng.	4	C.	2 Met.	Sp.	3.9	Sp.	Sp.	½El.	½El.	IR.	IFR.	Servo.	WS.	W.
GERMAN																																					
Adler "Favorit"	112	53	28x2.25	4	75x110	2.59x4.33	116	5.3	3L	4	Int.	Mag	CC.	Ch.	Pu.	abce.	Pallas.	Vac.	RBos.	B.	6	SP.	Eng.	3	C.	2 Met.	Sp.	5.9	Sp.	Sp.	½El.	½El.	ET.	EF.	Hyd.	WS.	D.
Adler "Standard 6"	112	53	30x5.25	6	75x110	2.59x4.33	178	5.3	7L	6	Sep.	Al.	CC.	Ch.	Pu.	abce.	Pallas.	Vac.	RBos.	B.	6	SP.	Eng.	3	C.	2 Met.	Sp.	5.3	Sp.	Sp.	½El.	½El.	ET.	EF.	Hyd.	WS.	D.
Adler 6 S	124	53	30x5.77	6	75x110	2.59x4.33	178	5.3	7L	6	Sep.	Al.	CC.	Ch.	Pu.	abce.	Pallas.	Vac.	RBos.	B.	6	SP.	Eng.	3	C.	2 Met.	Sp.	5.9	Sp.	Sp.	½El.	½El.	ET.	EF.	Hyd.	WS.	D.
Adler "8"	131	56	32x6.	8	75x110	2.59x4.33	232	5.3	9L	8	Sep.	Al.	CC.	Ch.	Pu.	abce.	Strom.	Vac.	RBos.	B.	6	SP.	Eng.	3	C.	2 Met.	Sp.	4.92	Sp.	Sp.	½El.	½El.	ET.	IF.	Mech.	WS.	HS.
Aga "4"	109	45	730x130	4	64x110	2.52x4.33	87	4.8	3L	4	Sep.	Al.	CC.	Heli.	ThS.	SpP.	Solex.	Grav.	RBos.	M.	12	G.	Eng.	3	C.	MF.	Sp.	5.27	Sp.	Sp.	½El.	½El.	ET.	IF.	Mech.	WS.	HS.
Aga "6"	110.5	56	30x5.25	6	63.3x114	2.6x4.6	150.	5.	3L	6	Int.	Al.	CC.	Ch.	ThS.	abc.	Spec.	Vac.		B.	6	SP.	Eng.	3	C.	2 Met.	Sp.	4.6	Sp.	Sp.	½El.	½El.	IR.	IF.	Mech.	WS.	D.
Audi S	138	58	6.50x20	8	76.2x 120.65	3x4.25	264	5.5	9L	8	Int.	Al.	CC.	Ch.	Pu.	abce.	Zenith.	Vac.	RBos.	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.25	TT.	TT.	½El.	½El.	IT.	IF.	Hyd.	WS.	D.
Audi SS	138	58	6.50x20	8	82.55x 120.65	3.25x4.25	313	5.5	9L	8	Int.	Al.	CC.	Ch.	Pu.	abce.	Zenith.	Vac.	RBos.	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.25	TT.	TT.	½El.	½El.	IT.	IF.	Hyd.	WS.	D.
Audi R19	142	57	32x6.75	8	80x122	3.15x4.8	297	5	5L	8	Sep.	Al.	CC.	Ch.	Pu.	abce.	Zenith.	Vac.	RBos.	B.	12	MD.	Eng.	3	C.	2 Met.	Sp.	5.2	TT.	TT.	½El.	½El.	IT.	IF.	Mech.	SN.	A.
B.M.W.	75	40	27x4	4	56x76	2.2x3	45.6	5.6	2L	4	Sep.	Al.	CC.	Hel.	ThS.	SpP.	Solex.	Grav.	RBos.	B.	6	SP.	Eng.	3	C.	1 MF	Sp.	5.35	Sp.	Sp.	Trans.	Cant.	IF.	IR.	Mech.	WS.	W.

Brennabor "Ideal"	102	50	4.75x18	4	74.96	2.91x3.78	100	5.2	3	L	6	Int	Al	CC	Spur	Pu	SpP	Solex	Grav	RBos	B	6	SP	Eng	3C	2 Fab	Sp	5.71	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Brennabor "Juwel"	112	53	5.x18	6	74x96	2.91x3.78	150	5.2	4	L	6	Int	Al	CC	Spur	Pu		Solex	Grav	RBos	B	6	SP	Eng	3C	2 Met	Sp	5.12	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Brennabor "ASL46"	129	55	6x20	6	77x111	3.03x4.37	188	4.85	3	L	6	Sep	Al	CC	Ch	Pu		Solex	V	RBos	B	6	SP	Eng	3C	2 Met	Sp	5.51	Sp	Sp	½El	½El	IR	IF	Mech	WS	A
Daimler-Benz "Mercedes"-"Stuttgard" 200	110.5	56	5.25x5	6	65x100	2.56x3 93	120.7	5	7	L	6	Int	Mag	CC	Spur	Pu	abce	Solex	Grav	RBos	B	12	SP	Eng	3C	1 Met	Sp	6.1	TT	TT	½El	½El	IR	IF	Mech	SN	HS
Daimler-Benz "Mercedes"-"Mannheim" 350	126	56	5.50x20	6	80x115	3.15x4.52	210	5	7	L	6	Int	Mag	CC	Spur	Pu	abce	Zenith	Vac	RBos	B	12	MD	Eng	3C	1 Met	Sp	5.1	TT	TT	½El	½El	IR	IF	Mech	SN	HS
Daimler-Benz "Mercedes"-"Nuerburg" 460	142	58	6.50x20	8	80x115	3.15x4.52	280	5	9	L	8	Int	Mag	CC	Spur	Pu	abce	Solex	Vac	RBos	B	12	MD	Eng	4C	1 Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Servo	SN	A
Daimler-Benz "Mercedes" "K"*	134	56	33x5	6	94x150	3.7x5.9	380	5	4	I	6	Int	CI	OH	Heli	Pu	abce	Mercedes	Vac	RBos	M	12	MD	Eng	4C	1 Met	Sp	3.28	TT	TT	½El	½El	IR	IF	Mech	SN	W
Daimler-Benz "Mercedes" "SS"	*134	5	6 6.50x2	0	6100x150	3.93x5.9	428	5		4I	6	Int	Mag	OH	Heli	Pu	abce	Mercedes	Vac	RBos	M	12	MD	Eng	4C	1 Met	Sp	2.76	TT	TT	½El	½El	IR	IF	Mech	SN	W
Daimler-Benz "Mercedes"-"Stuttgart" 260	110.5	56	5.25x5	6	74x100	2.91x3.93	156.2	5	7	L	6	Int	Mag	CC	Spur	Pu	abce	Solex	Grav	RBos	B	12	SP	Eng	3C	1 Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Mech	SN	HS
D.K.W. (two-stroke)	102	43	27x4	2	74x68	2.91x2.67	33	5.5	3	Non	2	Sep	Al			ThS	Petroil	Mecs	Grav	Poege	B	6	MD	Eng	3C	2 Fab	Sp	5.7	TA	TA	Trans	Trans	F&R	IF	Mech	WS	D
Elite-Diamant	137.5	56	32x6	6	75x118	2.95x4.64	190.8	5.5	7	L	6	Int	Al	CC	Ch	Pu	abce	Zenith	Vac	RBos	B	12	MD	Eng	4C	FM	Sp	5.4	TT	TT	½El	½El	IR	IF	Mech	SN	A
Hanomag	75	36	710x90	1	80x100	3.15x3.94	30	6	2	I	1	Sep	Al	CC	Spur	ThS	ab	Pallas	Grav	RBos	M	6	Sp	Eng	3C	None	Ch	2	RR	RR	Trans	Coil	ER	IR	Mech	WS	A
Hanomag	90	39	24x4	4	55x79	2.16x3.11	45.7	5.2	2	L	4	Sep	Al	CC	Spur	ThS	ab	Solex	Grav	RBos	B	6	Sp	Eng	3C	2 Fab	Sp	5.9	Sp	Sp	½El	¼El	IFw	IF	Mech	WS	D
Hansa (Cont. Motor)	131.5	56	32x6.20	6	85.5x102	3.36x4.01	212.9	5.5	7	L	6	Int	Al	CC	Ch	Pu	abce	Strom	Vac	DR	B	6	SP	Sep	4C	2 Fab	Sp	Opt.	Sp	Sp	½El	½El	IR	IF	Hyd	SN	D
Hansa (Cont. Motor)	135.7	56	32x6.20	8	76x120	2.99x4.72	263.8	5.5	5	L	8	Int	Al	CC	Ch	Pu	abce	Strom	Vac	DR	B	6	SP	Sep	4C	2 Fab	Sp	Opt.	Sp	Sp	½El	½El	IR	IF	Hyd	SN	HS
Hansa	125	50	30x5.77	4	78x110	3.06x4.33	128	4.75	3	L	4	Sep	CI	CC	Ch	ThS	abce	Pallas	Vac	RBos	M	12	MD	Sep	4C	2 Fab	Sp	5.27	Sp	Sp	½El	½El	IR	IF	Mech	SN	HS
Hansa-Lloyd	147.5	59	33x6.75	8	85x115	3.34x4.52	312	5.34	9	I	8	Int	CI	OH	Heli	Pu	abce	Zenith	Vac	RBos	B	12	MD	Eng	3C	MF	Sp	4.72	Sp	Sp	½El	½E.	IR	IF	Hyd	SN	W
Horch 375	135.7	58	6.5x20	8	73x118	2.87x4.64	239	5.2	5	I	8	Sep	Al	OH	Heli	Pu	abce	Solex	Vac	RBos	B	12	MD	Eng	4C	Met	Sp	5.3	TT	TT	½El	½El	IR	IF	Servo	WS	Var.
Ley N8	113	53	30x5.25	6	65x100	2.55x3.93	121.5	6	4	L	6	Sep	Al	CC	Ch	Pu	abe	Zenith	Vac	RBos	B	12	SP	Eng	3C	2 Met	Sp	5.6	Sp	Sp	½El	½El	IF	IF	Mech	WS	D
Ley V12	126	57	30x5.75	6	75x120	2.95x4.72	194	5.5	7	L	6	Int	Al	CC	Ch	Pu	abe	Zenith	Vac	RBos	B	12	SP	Eng	3C	2 Met	Sp	5	Sp	Sp	½El	½El	IR	IF	Mech	WS	HS
Maybach 12	142	58	32x6.75	12	86x100	3.38x3.93	422	5.6	8	I	12	Int	Al	CC	Spur	Pu	abce	Solex	Vac	RBos	dual MB.	12	SP	Eng	6C	1 Met	Sp	3.21	TT	TT	½El	½El	IF	IF	Mech	SN	D
Maybach W5	144	58	33x6.75	6	94x168	3.7x6.61	426.8	5.7	4	H	6	Sep	Al	CC	HeCh	Pu	abce	Maybach	Pu	RBos	dual MB.	12	Pl	Eng	2Pdl	1 Met	Sp	4.46	TT	TT	½El	½El	IFT	IFT	Hyd	SN	D
Maybach W3	144	58	33x6.75	6	95x135	3.74x5.31	350.3	4.8	4	L	6	Sep	CI	CC	Heli	Pu	abc	Maybach	Pu	RBos	dual MB.	12	Pl	Eng	2Pdl	1 Met	Sp	4.5	TT	TT	½El	½El	IFT	IFT	Mech	SN	D
Mag 204	133	56	6x20	6	80x120	3.15x4.72	219	5.5	7	I	6	Sep	Al	CC	Heli	Pu	abce	Pallas	Pu	RBos	B	12	SP	Eng	3C	2 Fab	Sp	5.2	Sp	Sp	½El	½El	IF	IF	Mech	SN	W
Mag 207	137	57	6x20	6	84x120	3.3x4.72	242	5.3	7	I	6	Sep	Al	CC	Heli	Pu	abce	Pallas	Pu	RBos	B	12	Spec	Eng	3C	2 Met	Sp	5.27	Sp	Sp	½El	½El	IR	IF	Mech	SN	W
N.S.U.	110.7	49	28x5	6	62x99	2.44x3.89	108	5.8	4	L	6	Sep	Al	CC	Heli	Pu	abc	Solex	Grav	RBos	B	6	MD	Eng	3C	2 Met	Sp	5.45	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Opel 1 Ltr.	99	46	4.5x18	4	60x90	2.36x3.54	62	5.2	2	L	4	Sep	CI	CC	Heli	ThS	abc	Solex	Grav	RBos	B	6	SP	Eng	3C	Fab	Sp	5.56	Sp	Sp	½El	¼El	ET	IF	Mech	WS	D
Opel 2 Ltr.	113	50	4.75x18	6	64x100	2.52x3.93	117.7	5.4	3	L	6	Sep	CI	CC	Heli	ThS	abc	Solex	Grav	RBos	B	6	MD	Eng	3C	Fab	Sp	5.34	Sp	Sp	½El	½El	ET	IF	Mech	WS	D
Opel 2.6 Ltr.	118	56	30x5.77	4	89x105	3.5x4.13	159.8	5.3	3	L	4	Sep	CI	CC	Heli	ThS	abc	Solex	Grav	RBos	B	6	MD	Eng	3C	Fab	Sp	5	Sp	Sp	½El	¼El	ET	IF	Mech	WS	D
Opel 3.6 Ltr.	126	56	30x5.77	6	83x112	3.26x4.4	222	5.22	7	L	6	Sep	CI	CC	Ch	Pu	abc	Solex	Vac	RBos	B	6	MD	Eng	3C	Fab	Sp	5	Sp	Sp	½El	¼El	ET	IF	Mech	WS	D
Opel 4.2 Ltr.	126	56	30x5.77	6	89x112	3.5x4.4	254.4	5.2	7	L	6	Sep	CI	CC	Ch	Pu	abc	Solex	Vac	RBos	B	6	MD	Eng	3C	Fab	Sp	5	Sp	Sp	½El	¼El	ET	IF	Mech	WS	D
Opel Regent	145	59	32x6.75	8	89x120	3.5x4.72	364.2	5.3	9	L	8	Sep	CI	CC	Ch	Pu	abce	Solex	Pu	RBos	B	6	MD	Eng	3C	Fab	Sp	4.55	Sp	Sp	½El	½El	ET	IF	Hyd	WS	HS
Rohr	120	53	28x5	8	60x100	2.36x3.93	137	6	9	I	8	Int	Al	CC	Spur	Pu	abce	Solex	Grav	RBos	B	12	SP	Eng	3C	2 Fab	Sp	Var.	RR	RR	Trans	½El	IF	IR	Mech	Spur	D
Rumpler (front drive)	125	55	30x5.77	4	80x130	3.15x5.12	159	5.2	3	I	4	Sep	CI	CC	Ch	Pu	abc	Zenith	Grav	RBos	M	12	MD	Eng	3C	Met	St	4	SwA	SwA	¼El	Cant	IR	ET/IR	Mech	Spec	D
Simson-Supra	128	56	6x20	6	75x115	2.99x4.52	189.6	5.2	7	I	6	Sep	Mag	CC	Heli	Pu	abc	Zenith	Vac	RBos	B	12	SP	Eng	4C	1 Met	Sp	4.73	TT	TT	½El	½El	IR	IF	Mech	SN	HS
Simson-Supra	128	56	6x20	6	79.48x115	3.12x4.52	205	6.5	7	I	6	Sep	Mag	CC	Heli	Pu	abc	Zenith	Vac	RBos	B	12	SP	Eng	4C	1 Met	Sp	4.34	TT	TT	½El	½El	IR	IF	Mech	SN	HS
Stoewer G15	134	56	7x18	8	72x122	2.83x4.8	242.5	5.5	5	L	8	Int	Al	CC	Ch	Pu	abe	Scheb	Pu	RBos	B	12	SP	Eng	4C	2 Met	Sp	4.9	Sp	Sp	½El	½El	ET	IF	Hyd	WS	HS
Stoewer S10	122	56	5.25x18	8	62x102	2.44x4.0	149.8	5.5	5	L	8	Int	Al	CC	Ch	Pu	abe	Scheb	Pu	RBos	B	12	SP	Eng	4C	2 Met	Sp	5.55	TT	TT	½El	½El	ET	IF	Hyd	WS	HS
Stower G15K	126	56	30x6	8	72x122	2.83x4.8	242.5	5.5	5	L	8	Int	Al	CC	Ch	Pu	abe	Scheb	Pu	RBos	B	12	SP	Eng	4C	2 Met	Sp	4.14	Sp	Sp	½El	½El	ET	IF	Hyd	WS	HS
Wanderer WII	115	56	30x6	6	72x104	2.83x4.09	155	5.3	7	I	6	Sep	Al	CC	Ch	Pu	abce	Pallas	Grav	RBos	M	12	SP	Eng	3C	2 Fab	Sp	5.77	Sp	Sp	½El	½El	IR	IF	Hyd	SN	HS
AUSTRIAN																																					
Austro-Daimler ADR	137.7	58	32x6.20	6	76x110	2.99x4.33	183	4.76	3	I	6	Int	Al	OH	Bev	Pu	abce	Zenith	Pu	RBos	M	12	SP	Eng	4C	2 Fab	Sp	5.37	SwA	SwA	¾El	¾El	IR	IF	Mech	SN	HS
Austro-Daimler ADR	137.7	58	16x50	6	76x110	2.99x4.33	183	6.22	3	I	6	Int	Al	OH	Bev	Pu	abce	Zenith	Pu	RBos	M	12	SP	Eng	4C	2 Fab	Sp	4.9	SwA	SwA	¾El	¾El	IR	IF	Mech	SN	HS
Graef & Stift Sp. 5	132	61	20x7	6	80x130	3.15x5.11	239	4.8	7	I	6	Int	Al	OH	Ch	Pu	abce	Cozette	Pu	RBos	B	12	SP	Eng	4C	2 Met	Sp	5	TT	TT	½El	½El	IR	IF	Hyd	SN	HS
Graef & Stift Sp. 8	147.6	59	20x7	8	85x132	3.34x5.19	362	5	9	I	8	Int	Al	OH	Ch	Pu	abce	Zenith	Pu	RBos	B	12	MD	Eng	4C	2 Met	Sp	5.25	TT	TT	½El	½El	IR	IF	Hyd	SN	HS
teyr XII	118	50	775x145	6	61.5x88	2.4x3.46	95.6	5	3	I	6	Sep	CI	OH	Ch	ThS	abce	Pallas	Grav	RBos	M	12	MD	Eng	4C	2 Fab	Sp	5.8	TA	TA	½El	Trans	IR	IF	Mech	SN	D
Steyr XVI	136	57	32x6.2	6	88x110	3.46x4.33	245	5	4	I	6	Sep	CI	OH	Ch	Pu	abce	Pallas	Vac	RBos	M	12	MD	Eng	4C	2 Fab	Sp	4.46	TT	TT	½El	Cant	IR	IF	Mech	SN	HS
Steyr XX	124	50	775x145	6	65x104	2.56x4.09	126	5.2	3	I	6	Sep	Al	OH	Ch	Pu	abce	Pallas	Grav	RBos	M	12	MD	Eng	4C	2 Fab	Sp	5.8	TA	TA	½El	Trans	IR	IF	Mech	SN	D
Steyr "Austria"	145	59	32x6.2	8	86x114	3.38x4.48	323.4	5	9	I	8	Sep	Al	OH	Ch	Pu	abce	Pallas	Pu	RBos	Bat	12	MD	Eng	4C	2 Fab	Sp	5.8	TA	TA	½El	Trans	IR	IF	Hyd	SN	W
Steyr SS	117	52	30x5	6	88x134	3.46x5.27	6.2	6.2	4	I	6	Sep	Al	OH	Ch	Pu	abce	Pallas	Pu	RBos	M	12	MD	Eng	4C	MF	Sp		TT	TT	½El	½El	IR	IF	Mech	SN	W
W.A.F. S	129	53	780x150	4	82x140	3.22x5.51	137.6	4	3	L	4	Sep	CI	CC	Spur	Pu	ab	WAF	Vac	RBos	M	6	MD	Eng	4C	1 Met	Sp	4.1	TT	TT	½El	½El	ER	ET	Mech	WS	HS
W.A.F. 8 Cyls.	147	54	860x160	8	72x110	2.83x4.33	218.5	4	6	L	4	Sep	CI	CC	Spur	Pu	ab	Zenith	Vac	RBos	M	6	MD	Eng	4C	1 Met	Sp	3.8	TT	TT	½El	Cant	ER	ET	Mech	WS	HS

ABBREVIATIONS:

A—artillery
a—Main Bearings
Al—Aluminum
AlCl—Aluminum and Cast Iron
Alp—Alpax
B—Battery
b—Lower Rod Bearings
Bev—Bevel Gear
C—Center
c—Camshaft
Cant—Cantilever
CC—Crankcase
Ch—Chain
CI—Cast Iron
CL—Cam and Lever
Co—Cone
d—Wrist pin bearings
D—Disk
DC—Double Cantilever
DM—Direct Mechanical
DR—Delco Remy
Duc—Ducellier
Dur—Duralumin
e—Timing Gear Case
Eise—Eisemann
EF—External Four Wheels
El—Elliptic
Eng—Unit with Engine
E.Pu—Electric Pump
ER—External Rear Wheels
ET—External Transmission
Ex—Expanding Shoe
F—"F" Head (Valves)
Fab—Fabric
FWD—Front Wheel Drive
Grav—Gravity
HS—Hollow Spoke
Heli—Helical Gear
Hyd—Hydraulic
Hyp—Hypoid
I—Valves in Head
IF—Internal Four Wheels
IFT—Internal Front and Transmission
IT—Internal Transmission
Int—Integral
IR—Internal Rear Wheels
L—"L" Head
Le—Lever
M—Magneto
Mag—Magnesium
Mar—Marelli
MB—Magneto and Battery
MD—Multiple Disk
Mech—Mechanically Operated
Met—Metal Universals
MF—Metal and Fabric
M.Pu—Mechanical Pump
N-E—North East
N—None
OH—Overhead
Paral—Parallogram
Pin—Pinion
Pl—Planetary
Pneu—Pneumatic
P.Rh.—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
RA—Unit with Rear Axle
RBos—Robert Bosch
RR—Radius Rods
Scheb—Schebler
Scin—Scintilla
Sep—Separate
SL—Sleeve Valve
SN—Screw and Nut
Sp— (Torque and Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
SpP—Splash with Pressure
StS—Steel Spoke
Spc—Aluminum Piston with Cast Iron Skirt
St—Straight Bevel
Ste—Steam
Strom—Stromberg
SwA—Swinging Axle
Sup—Supercharger
TA—Torque Arm
T½ El—Transverse ½ Elliptic
ThS—Thermo Syphon
Tr.Ca—Transverse Cantilever
Trans—Transverse
TT—Torque Tube
Vac—Vacuum
Var—Various
Vict—Victrix
W—Wire
West—Westinghouse
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
X—Sleeve Valve
2St—Two Cycle
†—1929 Specifications

CONTINENTAL PASSENGER CARS—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio	No. of Main Bearings	Valves Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
HUNGARIAN																																						
Magamobil.....X10	110	49	730x130	4	62x100	2.44x3.93	73.5	5.2	3	L..	4	Sep.	CI.	CC.	Spur.	ThS.	abce.	Esse....	Grav.	RBos....	B..	6	MD..	Eng..	4	C..	1 Met..	Sp...	5	TT..	Sp...	½El.	Cant.	IR....	IF....	Mech.	CL...	StS.
Magotax.....MX6	118	57	730x130	6	59x100	2.32x3.93	100	5.2	3	L..	6	Sep.	CI.	CC.	Spur.	ThS.	abce.	Esse....	Vac..	RBos....	B..	12	SP....	Eng..	3	C..	2 Met..	Sp...	5.5	Sp..	Sp...	½El.	½El.	ET...	IF....	Hyd..	CL...	StS.
Mago-Supersix MS6	126	56.6	29x5.50	6	71.5x100	2.81x3.93	147	5.3	3	L..	6	Sep.	Al.	CC.	Spur.	ThS.	abce.	Zenith..	Pu..	RBos....	B..	12	SP....	Eng..	3	C..	2 Met..	Sp...	5.66	Sp..	Sp...	½El.	½El.	ET...	IF....	Hyd..	CL...	D...
CZECHO-SLOVAKIAN																																						
Czechoslovakische Waffenwerke Z9(2C)	104	46	27x4.75	2	80x100	3.15x3.93	61	4.8	4	....	2	Sep.	Al.	.....	.....	ThS.	Petroil	Zenith..	Grav.	Scin....	M..	12	SP....	Eng..	3	C..	2 Fab..	Sp...	5.3	Sp..	Sp...	½El.	½El.	IR....	IF....	Mech.	WW	D...
Czechoslovakische Waffenwerke Z-(2C)	104	46	27x4.75	2	80x100	3.15x3.93	61	4.7	4	....	2	Sep.	Al.	.....	.....	ThS.	Petroil	Zenith..	Grav.	RBos..	M..	6	SP....	Eng..	3	C..	1 Fab..	Sp...	5	Sp..	Sp...	¼El.	¼El.	IR....	IF....	Mech.	WW	D...
†Praga-Piccolo	94	43	715x115	4	55x90	2.16x3.54	52.1	....	2	L..	4	Sep.	Al.	CC.	Spur.	ThS.	ab....	Zenith..	Grav.	RBos..	B..	6	SP....	Eng..	3	C..	Fab....	Sp...	5.8	Sp..	Sp...	½El.	½El.	IR....	IF....	Mech.	WS	D...
†Praga-Alfa	114	49	29x5	6	60x88	2.36x3.46	91.1	....	4	L..	6	Sep.	Al.	CC.	Spur.	ThS.	abc..	Zenith..	Grav.	RBos...	B..	12	MD..	Eng..	4	C..	Met....	Sp...	4.45	TT..	TT..	½El.	½El.	IR....	IF....	Hyd..	SN...	D...
†Praga-Mignon	128	53	32x6	6	70x108	2.75x4.25	152.4	....	4	L..	6	Sep.	Al.	CC.	Spur	Pu..	abc..	Zenith..	Vac..	RBos..	B..	12	MD..	Eng..	4	C..	Met....	Sp...	5.62	TT..	TT..	½El.	½El.	IR....	IF....	Hyd..	SN...	D...
†Praga-Grand 8	135	53	32x6.2	8	70x110	2.75x4.33	207	....	4	L..	8	Sep.	Al.	CC.	Spur	Pu..	abc..	Zenith..	Vac..	RBos..	B..	12	MD..	Eng..	4	C..	Met....	Sp...	5.62	TT..	TT..	½El.	½El.	IR....	IF....	Hyd..	SN...	D...
†Skoda.....HS	145	57	33x5	6	100x140	3.93x5.51	403	....	7	I..	6	Sep.	Al.	OH.	Bev.	Pu..	abce.	Solex..	Vac..	Delco..	B..	12	SP....	Eng..	3	R..	2 Met.	Sp...	....	TT..	TT..	½El.	½El.	IR....	IF....	Servo.	SN...	W...
†Skoda.....110	116	51	775x145	4	75x110	2.95x4.33	118.6	....	2	L..	4	Sep.	Al.	CC.	Heli..	ThS..	SpP..	Solex..	Vac..	Scin....	M..	12	MD..	Eng..	4	C..	2 Fab..	Sp...	....	Sp..	Sp...	½El.	½El.	ET...	IF....	Servo.	SN...	A...
†Skoda.....120	122	51	775x145	4	75x110	2.95x4.33	118.6	....	2	L..	4	Sep.	Al.	CC.	Heli..	ThS..	SpP..	Solex..	Vac..	Scin....	M..	12	MD..	Eng..	4	C..	2 Fab..	Sp...	....	Sp..	Sp...	½El.	½El.	ET...	IF....	Servo.	SN...	A...
†Skoda.....360	134	55	895x135	4	95x140	3.74x5.51	242	....	3	I..	4	Sep.	Al.	CC.	Heli..	Pu....	SpP..	Solex..	Vac..	Scin....	M..	12	MD..	Eng..	4	C..	2 Fab..	Sp...	....	Sp..	Sp...	½El.	½El.	ET...	IF....	Servo.	SN...	A...
†Tatra.....12	104	47	27x4.75	2	82x100	3.23x3.93	67	4.75	2	I..	1	Sep.	Al.	CC.	Heli..	Air...	abce.	Solex..	Grav.	Scin....	M..	6	MD..	Eng..	4	C..	None..	Sp...	4.8	SwA.	SwA.	Trans.	Trans.	IR....	IF....	Mech.	SN...	D...
†Tatra.....30	109	51	13x45	4	75x95	2.91x3.74	102.4	4.95	2	I..	1	Sep.	Al.	CC.	Heli..	Air...	ab....	Zenith..	Grav.	RBos..	M..	12	MD..	Eng..	4	C..	None..	Sp...	4.8	SwA.	SwA.	Trans.	Trans.	IR....	IF....	Mech.	SN...	D...
†Tatra.....17	141	53	32x6	6	70x100	2.75x3.94	141	5.5	4	I..	6	Sep.	Al.	CC.	Ch....	Pu....	abce.	Zenith..	Vac..	RBos..	B..	12	Co..	Eng..	4	C..	None..	Sp...	5.2	SwA.	SwA.	Trans.	Trans.	IR....	IF....	Mech.	SN...	W...
Walter.....4B	110	54	14x45	4	75x108	2.95x4.25	116	5.25	3	I..	4	Sep.	Al.	CC.	Spur.	ThS..	abce.	Zenith..	Vac..	RBos..	M..	12	SP....	Eng..	4	C..	1 Met.	Sp...	4.6	TT..	TT..	½El.	½El.	IR....	IF....	Hyd..	WW	D...
Walter.....6B	130	55	32x6.2	6	75x108	2.95x4.25	174	5.25	4	I..	6	Sep.	Al.	CC.	Spur.	ThS..	abce.	Zenith..	Vac..	Scin....	M..	12	SP....	Eng..	4	C..	1 Met.	Sp...	4.7	TT..	TT..	½El.	½El.	IR....	IF....	Hyd..	WW	W...

ABBREVIATIONS:

A—Artillery
a—Main Bearings
Al—Aluminum
AlCI—Aluminum and Cast Iron
Alp—Alpax
B—Battery
b—Lower Rod Bearings
Bev—Bevel Gear
C—Center
c—Camshaft
Cant—Cantilever
CC—Crankcase
Ch—Chain
CI—Cast Iron
CL—Cam and Lever
Co—Cone
d—Wrist Pin Bearings
D—Disk
DC—Double Cantilever
DM—Direct Mechanical
DR—Delco Remy
Duc—Duceller
Dur—Duralumin
e—Timing Gear Case
Eise—Eisemann
EF—External Four Wheels
El—Elliptic
Eng—Unit with Engine
E.Pu—Electric Pump
ER—External Rear Wheels
ET—External Transmission
Ex—Expanding Shoe
F—"F" Head (Valves)
Fab—Fabric
FWD—Front Wheel Drive.
Grav—Gravity
HS—Hollow Spoke
Heli—Helical Gear
Hyd—Hydraulic
Hyp—Hypoid
I—Valves in Head
IF—Internal Four Wheels
IFT—Internal Front and Transmission
IT—Internal Transmission
Int—Integral
IR—Internal Rear Wheels
L—"L" Head
Le—Lever
M—Magneto
Mag—Magnesium
Mar—Marelli
MB—Magneto and Battery
MD—Multiple Disk
Mech—Mechanically operated
Met—Metal Universals
MF—Metal and Fabric
M.Pu—Mechanical Pump
N-E—North East
N—None
OH—Overhead
Paral—Parallogram
Pin—Pinion
Pl—Planetary
Pneu—Pneumatic
P.Rh.—Paris Rhone
Pu—Pump
R—Right (Gearshift Lever Location)
RA—Unit with Rear Axle
RBos—Robert Bosch
RR—Radius Rods
Scheb—Schebler
Scin—Scintilla
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SL—Sleeve Valve
SN—Screw and Nut
Sp—(Torque and Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
SpP—Splash with Pressure
StS—Steel Spoke
Spc—Aluminum Piston with Cast Iron Skirt
St—Straight Bevel
Ste—Steam
Strom—Stromberg
SwA—Swinging Axle
Sup—Supercharger
TA—Torque Arm
T½ El—Transverse ½ Elliptic
ThS—Thermo Syphon
Tr.Ca—Transverse Cantilever
Trans—Transverse
TT—Torque Tube
Vac—Vacuum
Var—Various
Vict—Victrix
W—Wire
West—Westinghouse
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
X—Sleeve Valve
2St—Two Cycle
†—1929 Specifications

The Origin of the Carriage

IT is probably not known generally that in Europe some three hundred years ago vehicles—carriages—were used only by ladies. Gentlemen rode horseback or walked. This is brought out in a review of the carriage industry which was published in the *Mercure Francais* of April 27, 1845, and reprinted by the Belgian Coachbuilders Association.

According to the *Mercure* the carriage is a French invention, but it does not date back nearly as far as most people imagine. During the reign of Francis I (1494-1547) there were only two coaches in France, one belonging to the queen and the other to Diana, daughter of Henry II. The ladies of the nobility, however, were not slow in following the example of the royal family and, even though the number of equipages was still quite limited, the "fad" was carried so far that when Charles IX in 1563 issued his letters patent against luxury, Parliament implored the king to forbid carriages within the city.

It was only at this time that carriages began to multiply. Previously this luxury had been reserved practically to the ladies. Soon the bourgeois began to imitate the great lords, and during the reigns of Louis XIII, Louis XIV and Louis XV carriages never ceased to increase in number. There has been no interruption in the movement since, and the use of carriages has become so general that at the present time (1845) the number of saddle horses in the whole of France, and kept exclusively for pleasure and luxury, does not exceed 6000.

AMERICAN AGRICULTURAL TRACTORS

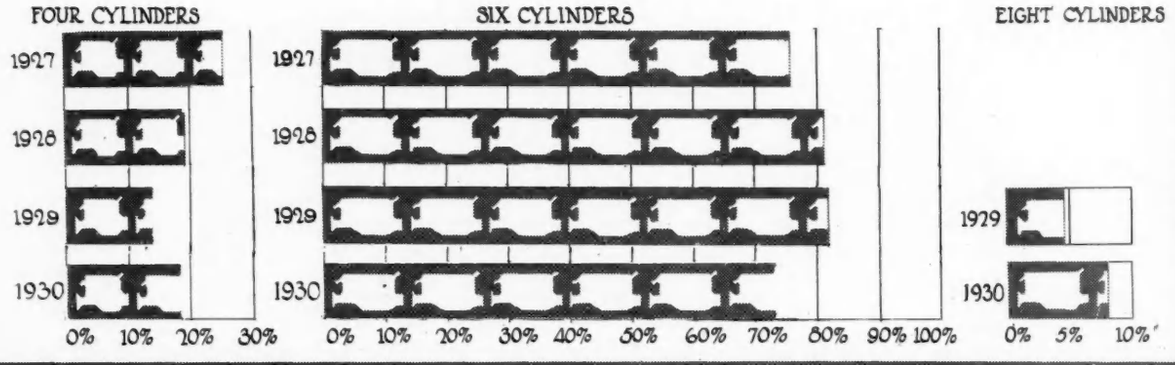
MAKE AND MODEL	GENERAL									ENGINE											CLUTCH BELT PULLEY				DRIVE					
	Price ($)	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Drawbar—Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Fuel System: Carbureter Make	Fuel Recommended	Air Cleaner Make	Oiling System Type	Cooling System Type	TYPE AND MAKE	Diameter (Ins.)	Face (Ins.)	Belt Clutch Type	No. Forw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheels	Wheel or Track?
Adv. Rumely..W	....	3	2.8a	5510	80½	30½	9⅛	H°	20-30	F.A.K..	Own	2	5½x7	H..	I..	850	.....	Own	Ker.	Don...	MO.	Pu.	.....	16	7½	MD	1	.....	SG..	Hub..	2	Wh.
Adv. Rumely..X	....	4	2.8a	7948	88	34½	11¼	H°	25-40	F.A.K..	Own	2	6½x8¼	H..	I..	750	.....	Own	Ker.	Don...	MO.	Pu.	.....	18¾	8¼	MD	1	.....	SG..	Hub..	2	Wh.
Adv. Rumely..Y	....	5-6	2.8a	11700	98	39	12⅛	H..	30-50	F.A.K..	Own	2	7½x9½	H..	I..	635	.....	Own	Ker.	Don...	MO.	Pu.	.....	21¾	10	MD	1	.....	SG..	Hub..	2	Wh.
Adv. Rumely..Z	....	10	2.5a	16150	115	45	13⅛	H..	40-60	F.A.K.	Own	2	9x11	H..	I..	470	.....	Own	Ker.	Don...	MO.	Pu.	.....	25	10	MD	1	.....	SG..	Hub..	2	Wh.
Allis-Chalmers U	995	3	3.33	4125	76½	13	9	H..		S.A....	Cont.	4	4¼x5	V.	L.	1200		Kin.		Own	H. C	Pu.	SP-Rock..	10	7½	JC..	4	.....	SG..	Axle.	2	Wh.
Allis-Ch. 20-35..	1295	4	3.25	6000	90½	14½	11½	H..	20-35	F.A.K.	Own	4	4¾x6¼	V..	L..	930	Eise..	Kin.	Gas.		DS..	Pu.	ES-Own..	13	8½	No..	2	50-12	IG.	Rim..	2	Wh.
Allwork.... D	....	4	2.75	6500	80	26	14	V..	20-35	F.A.K.	Own	4	5¼x6	V..	L..	900	Bosch	Kin.	Ker.	Ben..	HC.	Pu.	MD-Own.	13¾	7½	MD	3	48-14	SG..	Rim..	2	Wh.
Allwork.... DA	....	5	2.75	8400	80	28	14	V..	22-40	F.A.K.	Own	4	5½x7	V..	L..	900	Bosch	Kin.	Ker.	Ben..	HC.	Pu.	MD-Own.	14¼	9½	MD	3	48-14	SG.	Rim..	2	Wh.
*Atlas..... B	3000	6	2.6	85000	100	12	12	H..	25-45	S.A....	Wauk.	4	4½x6¼	V.	L.	1100	Eise..	Str..		Ben.	CS..	Pu.	MD-Hill..			MD			SI	Rim..	0	Wh.
*Avery....25-50	2950	5	2.7a	12500	117	20	13	H..	25-50	S.A....	Own..	4	6¾x8	H.	I.	650	Bosch	Kin.	G-K	None..	CS.	Pu.	MD-Own.	22	8½	MD	2	69-20	SG..	Rim..	2	Wh.
*Avery....45-65	4150	10	1.9a	22000	138	20½	17	H..	45-65	S.A....	Own..	4	7¾x8	H..	I..	550	Bosch.	Kin.	G-K	None..	CS.	Pu.	MD-Own.	26	10	MD	2	87½-24	SG..	Rim..	2	Wh.
Bates.....F	....	3	3.0a	4850	80	16	12	H	18-25	F.A.K..	Beav.	4	4¼x6	V.	I..	1100	Bosch	Kin.	G-K	Pom..	HC.	Pu.	SP-B&B.	12	8½	SP..	2	56-10	SG..	Axle.	2	Tr..
Bates.....G	....	4	3.0a	6500	80½	13½	12	H..	25-35	F.A.K.	Beav.	4	4½x6	V.	I.	1000	Bosch	Kin.	Gas.	Pom..	HC.	Pu.	SP-TDi	12	8½	SP..	2	56-10	SG..	Axle.	2	Tr..
Bates.....40	....	0	Var.	11000	84	14	14	H..	30-40	T.D.M.	Wauk.	4	5 x6¼	V	L	1000	Bosch.	Str.	Gas.	Pom..	HC.	Pu.					3	84-12	SG..	Axle.	0	Tr..
Bates.....30	....	0	Var.	8750	80	12	14	H..	20-30	T.D.M	Beav.	4	4¾x6	V	I	1000	Bosch	Str..	Gas.	Pom..	HC.	Pu.	SP-B&B.	12	8½	SP..	3	64-11	SG..	Axle.	0	Tr..
Beeman.....M	275	7-8	1.9a	550	17¼	5	7¾	U..	2- 4	H.B....	Own..	1	3½x4½	V..	L..	1000	Hein.e	Kin.	Gas.	Don..	CS.	Th.	Co-Own..	4½	3¾	No..	1	25-3¼	SG..	Axle.	2	Wh.
Beeman.....Jr	205		Var.	435	71½		14			B&S.		1	2½x2½							Gas.	Air		SP-....									Wh.
*Bryan...Steam	1970	3	2.50	5500	88	14	15	H..	15-30	F.A.K..	Own..	2	4 x5	H..	S.	300	None..	No..	Ker.	None..	MO.		None....	24	7½	No..		52-12	SG..	Axle.	2	Wh.
Case.....25-45	....	4-5	3.2	....	96	40½	15	H..	25-45	F.A.K..	Own..	4	5½x6¾	V	I	850	Mag..	Kin.	Ker.	Own	HC.	Pu.	ES-Own.	16½	8½	ES.	2	56-16	SG..	Spks.	2	Wh.
Case.....L		3-4	Var.			26		H..		F.A.K..	Own	4	4⅝x6	V	I	1100				Own	HC.	Pu.	SP-.	13	8½	SP.			Cha.	Axle	2	Wh.
Case.....C		2-3	Var.			20		H..		F.A.K.	Own	4	3½x5½	V.	I	1100				Own	HC.	Pu.	SP-.	10¼	6¼	SP.			Cha.	Axle	2	Wh.
Caterpillar..10	1125	....	2.58	4000	51	9	9½	H..	10-14	T.D.M.	Own	4	3⅜x4	V..	L.	1500	Eise...	Ens.		Pom	HC.	Pu.	SP-Own..	9½	5½	No..	3		SB..	Axle.		Tr..
Caterpillar..20	2175	....	2 58	7250	....	11½	11¾	H..	20-25	T.D.M.	Own	4	4 x5½	V..	I.	1100	Eise..	Ens.	Gas.	Pom..	HC	Pu.	SP-Own.	11⅝	6½	No..	3		SB..	Axle.		Tr..
Caterpillar..30	2650	....	2.62	9100	68	12	11½	H..	25-30	T.D.M.	Own	4	4⅜x6½	V.	I..	850	Eise..	Ens.	Gas.	Pom..	HC.	Pu.	SP-Own.	12	8	No..	3	-11	SB.	Hub.		Tr..
Caterpillar..60	4600	....	2.63	19100	89	18	14	H..	50-60	T.D.M.	Own..	4	6½x8½	V.	I..	650	Eise..	Ens.	Gas.	Pom..	HC.	Pu.	SP-Own.	12	8	No..	3	-13	SB.	Hub.	0	Tr..
Caterpillar..15	1500	....	2.58	5500	54½	10½	10⅞	H..	15-20	T.D.M.	Own	4	3⅜x4.5	V..	L..	1250	Eise...	Ens.		Pom	HC.	Pu.	SP-Own.	10½	6	No..	3	16-20	SB.	Hub.	0	Tr..
*Cletrac.....40	3985	8	2.9a	11237	132	22	8	H..	40-55	T.D.M	Wisc.	6	4½x5	V.	I	1575	D-R..	Sch		Pom	HC.	Pu.	SP-B&B.	20	13	SP..	3		IG..	Axle.		Tr..
*Cletrac.....100	7500	14	2.2a	28500	178	34	12	H..	100 120	T.D.M.	Wisc.	6	6x7	V.	I..		D-R..	Sch.		Pom	HC	Pu.	SP-B&B.	24	15	SP..	3		IG..	Axle.		Tr..
*Cletrac.....20	1775	3	2.25	4390	54	18	7	H..	20-27	T.D.M.	Own..	4	4 x5½	V.	I	1375	Eise..	Til..	Ker.	Pom..	HC	Pu.	SP-B&B.	12	6½	No..	2	22-9½	IG..	Axle	14	Tr..
*Cletarc.....W	1145	2	3.00	3840	30	12	12	H..	12 -20	T.D.M.	Own..	4	4 x5½	V..	I.	1265	Eise..	Kin.	Ker.	Pom.	HC.	Pu.	SP-B&B.	8	6	No..	1	36-8	IG..	Axle.	6	Tr..
*Cletrac.....30	2585	4	2.4	7000	69	21	8¾	H..	30-45	T.D.M.	Wisc	6	4 x5	V..	I..	1575	Eise...	Til..	Ker.	Pom..	HC.	Pu.	SP-B&B.	15	8½	No..	2	25-13	IG..	Axle	8	Tr..
Doall.....PT		2	2.63	3250	60	Var.	10	H..		F.A.K.	Wauk.	4	3½x4½	V..	L.	1200	Split.	Zen.		Don..	HC.	Th.	MD-TDi	10	6½	No..			SG..	Axle.	2	Wh.
Doall.....PC		2	2.63	3075	103	Var.	32			T.D.M	Wauk.	4	3½x4½	V.	L.	1200	Split.	Zen.		Don..	HC.	Th.	MD-TDi	10	6½	No..			SG..	Axle	1	Wh.
Eagle.....H	....	3-4	2.00	6800	88	15	17	H..	16-30	F.A.K.	Own..	2	8 x8	H..	I..	450	Dixie..	Sch.	Ker.	Own..	MO.	Pu.	ES-Own..	24	10	ES.	2	52-12	SG..	Rim..	2	Wh.
Eagle.....H	....	4-5	2.00	7100	91	16	17	H..	20-40	F.A.K.	Own..	2	8 x10	H..	I..	450	Dixie..	Sch.	Ker.	Own..	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG..	Rim..	2	Wh.
Eagle.....E	....	3-4	2.00	7800	84	14	11½	H..	20-35	F.A.K.	Own..	2	8 x9	H..	I..	450	Dixie..	Sch.	Ker.	Own..	MO.	Pu.	ES-Own..	24	10	ES.	2	48-14	SG..	Axle.	2	Wh.
Eagle H20-40 Sp.	....	4-5	2.00	8150	96	17	17	H..	20-40	F.A.K.	Own.	2	8 x10	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	52-18	SG.	Rim..	2	Wh.
Fitch Four Drive	2650	4	2.50	6000	86	20	11	H..	20-35	S.A....	Clim.	4	5 x6½	V..	L.	900	Bosch	Kin.	Ker	Ben..	MO.	Pu.	SP-B&B.	12	8	JC.	3	42-12	BW.	Axle.	0	Wh.
Fordson.....		2	2.75	3040	63	21	11⅝	H..		F.A.K..	Own..	4	4½x5	V..	L.	1000	ABos..	Zen°	G-K	Own.	CS.	Th.	MD-Own.	9½	6½		3	42-12	Wo.	Axle.	2	Wh.
Fordson.....		2	2.81	3000	63	21	11⅝	H..		F.A.K.	Own.	4	4½x5	V..	L.	1000	ABos..	Zen°		Own	CS.	Pu.	MO-Own.	9½	6½	MO.	3		Wo.	Axle.	2	Wh.
Fordson.....		2	2.75	3040	63	21	10½	H..		F.A.K.	Own	4	4½x5	V.	L.	1000	ABos.	Zen°		Own	CS.	Pu.	MO-Own	9½	6½	Opt.	3		Wo.	Axle.	2	Wh.
Four Drive....E	1645	3	3.50	5800	66	26	11	H..	15-30		Wauk.	4	4⅜x5¾	H.	L.	1100	Eise...	Kin.	Gas.	Don..	MO.	Pu.	MD-TDi	12	8	Sl.G	1		SG..	Axle.	0	Wh.
Gray.....25-50	2585	4	3.00	6900	140	34½	18	N..	25-50	F.A.K.	Wauk.	4	5 x6¼	V.	L..	1000	RBos..	°Str	Gas.	Ben...	CS..	Pu	Co-Own..	11⅜	8⅛	Co..	2	54-54	Cha	Rim..	2	Wh.
Hart-Parr. 12-24	....	2	3.33	4800	76	28	11⅜	H..	12-24	F.A.K.	Own..	2	5¾x6½	H..	I..	850	RBos.	Sch.	Ker.	Don..	MO.	Pu.	SP-Own.	13	8	SP..	3	46-10	SG..	Hub.	2	Wh.
Hart-Parr. 18-36	....	3	3.25	6100	83	32	11⅜	H..	18-36	F.A.K.	Own..	2	6¾x7	H..	I..	800	RBos.	Sch.	Ker.	Don..	MO.	Pu.	SP-Own.	14	9	SP..	3	51-12	SG..	Hub.	2	Wh.
Hart-Parr. 28-50	....	4	3.2	8600	91	32	11⅜	H..	28-50	F.A.K.	Own..	4	5¾x6½	V.	I..	850	RBos..	Sch.	Ker.	Don.	MO.	Pu.	SP-Own.	14	9	SP..	2	51-14	SG..	Hub.	2	Wh.
Huber.....18-36	....	3	2.25	7900	92	30	14	U..	18-36	F.A.K.	Stea..	4	4¾x6½	V.	I..	1000	Eise...	Ens.	Gas.	Pom..	HC.	Pu.	SP-TDi.	15½	8	SP..	2	56-14	SG.	Axle.	2	Wh.
Huber.....20-40	....	4	2.25	8200	93	30	14	U.	20-40	F.A.K.	Stea..	4	5½x6½	V.	I..	1000	Eise...	Ens.	Gas.	Pom..	HC.	Pu.	MD-TDi	15½	8	M D	2	56-18	SG..	Axle.	2	Wh.
Huber.....25-50	....	5	2 25	8500	93	30	14	U.	25-50	F.A.K.	Stea.	4	5½x6½	V.	I..	1000	Eise...	Ens.	Gas.	Pom..	HC	Pu	MD-TDi	15½	9	M D	2	56-20	SG..	Axle	2	Wh.
Huber. Light 4		4	3.08	5600	91	7½	11	H°	20	F.A.K.	Wauk.	4	4¾x6¼	V.	L.	1150	Bosch.	Kin.		Don..	CS.	Pu.	SP-TDi.	17	8⅜		2		SG..	Axle.	2	Wh.
Imperial.....E	4500	1	2 25	21000	137	50	18	H..	70	S.A....	Own..	4	7½x9	H.	L.	400	K-W..	Kin.	Gas	Ben..	MO.	Pu.	ES-Own..	30	12	ES.	2	96-24	SG..	Spks.	2	Wh.
John Deere..D	....	3	3.28	4413	69	29	10½	U..	15-27	F.A.K.	Own..	2	6¾x7	H..	I..	800	Split.	Sch.	G-K	Don.	HC.	Th.	TDi-Own.	15	7¾	T Di	2	46-12	Cha	Axle.	2	Wh.
John Deere..GP	....	2	3.13	3791	70½	16	22	U..	10-20	F.A.K.	Own	2	5¾x6	H..	L..	950	Own	Ens.	G-K	Don.	HC.	Th	TDi-Own.	13	6½	T Di	3	42¾-10	Cha	Hub.	2	Wh.
John Deere WT	....	2	3.33	4062	78⅛	14	22	U..	10-20	S.A....	Own	2	5¾x6	H..	L..	950	Own	Ens.		Don..	HC.		-Own..	13	6½				Cha	Hub.	2	Wh.
J. T.....45	3200	4-5	3.00	10000	74	10	15	H..	30-	T.D.M.	Clim.	4	5 x6½	V..	I.	900	K-W..	Zen.	Gas.	PuL..	MO.	Pu.	MD-Cov.	10	8	MO.	1	-34	SG..	Rim..	2	Tr..
LaCrosse.....H	750	3	3.50	4000	90	15½	14	H..	12-24	F.A.K.	Own..	2	6 x6	H..	I..	850	K-K..	Kin.	....	Ben..	MO.	Pu.	FD-Own.	10½	8	....	1	.....	SI..	Rim..	2	Wh.
Lauson.....6S		3-4	3.3a	....	88	32	14	U.	22-35	F.A.K.	Wisc.	6	3½x5	V.	I..	1300	A.Bos.	Til.		Pom	HC.	Pu.	ES-Own.	16	8	ES.	2		SG..	Hub.	2	Wh.
Lauson.....6T1			3.5	10500	105		9	N..	25-45	F.A.K.	Le Roi	6	4½x6	V..	I..	1050	ABos..	Til..	Gas.	Pom	HC.	Pu.	MD-TDi.	18	8½	No..	2	54-	SG..	Hub.	2	Wh.
Lauson.....S		3-4	3.25	5550	84	30	9	U.	20-35	F.A.K..	Le Roi	4	4½x6	V..	I..	1100	ABos..	Til..	Gas.	Pom	HC.	Pu.	ES-TDi	16	8	No..	2	48-12	SG	Hub.	2	Wh.
McC-Deer.....	875	2	3.00	3650	85	16	15½	H°		S.A....	Own..	4	3¾x5	V..	I..	1200	Own..	Own	Ker.	Pom..	CS..	Th	SP-Own..	14	6½	SP..	3		SB..	Axle.	2	Wh.
McC-Deer. 10-20	850	2	3.01	3920	78	28	10¼	H°	10-20	F.A.K.	Own..	4	4¼x5	V.	I..	1000	Own.	Own	Ker.	Pom.	CS.	Th	SP-Own.	15¼	7	SP..	1		SB.	Axle.	2	Wh.
McC-Deer. 15-30	1250	3	3.2	6540	85	33	11	H°	22-36	F.A.K.	Own	4	4¾x6	V..	I..	1050	Own..	Own	Ker.	Pom.	CS.	Pu.	SP-Own..	16¾	9	SP..	1		SB..	Axle.	2	Wh.
Mead-Morr..55C	....	4	3.00	8900	64	12	....	H..	43	T.D.M	Stea..	4	4¾x6½	V..	I..	1200	Eise..	Sch.	Gas.	Pom.	HC	Pu.	MD-Own.	12	9	....	3		SI.	Rim..	0	Tr..
Mead-Morr..89A	....	6	3.00	15000	87	16	11½	H..	65	T.D.M	Her.	4	5½x7	V.	L.	1200	Eise...	Zen.	Gas.	Pom.	HC.	Pu.	MD-Own.	12	8½	....	3		SI.	Hub.	0	Tr..
Monarch.....75	....	10	2.6	23000	91	....	17	H..	59	T D.M.	Le Roi	4	6¾x7	V.	L.	850	Eise...	Zen.	Gas.	Pom.	HC	Pu.	SP-Own.	14½	11	SP..	3	-15	Cha	Hub.	0	Tr..
Monarch.....50	....	5	2.82	14300	84	....	14	H..	40	T.D.M	Own	4	5¼x6½	V.	I.	1000	Eise...	Zen	....	Pom	HC	Pu	Sp-Own	12	8¾	SP.	3		Cha	Hub	0	Tr..
Monarch.....35	2450		2.76	10000	67		12	H..	30	T.D.M.	Own	4	4¾x6½	V..	I..	930	Eise..	Zen.		Own	HC.	Pu.	SP-Own	12	8¾	SP.	1		SG..	Hub.		Tr..
Rock Island..G-2	....	2-3	2.75	4200	73	20	12	V°	15-25		Wauk.	4	4¼x5¾	V.	L.	1100	Split.	Str..		Pom°	HC.	Pu.	SP-TDi	16	6½	SP.	2		SG..	Axle.	2	Wh.
Rock Island...F	....	3-4	3.00	4700	76	22	13	U.	18-35	F.A.K.	Buda.	4	4½x6	V.	L.	1100	Split.	Str.	G-K	Pom.	HC	Pu	SP-TDi	18	7½	SP.	2	48-12	SG..	Axle.	2	Wh.
*Townsend 12-25	....	2-3	3.0a	4000	72	15	10	H..	12-25	F.A.K.	Own..	2	6 x8	H..	I..	600	Split.	Own	Ker.	Opt...	MO.	Th	Sp-Own.	14	7	SP.	1	45-10	SG..	A&R.	2	Wh.
*Townsend 20-40	....	4-6	2.50	7200	86	24	17	H..	20-40	Opt....	Own..	2	7½x9	H..	I..	480	Split.	Own	Ker	Opt...	MO.	Pu	Sp-Own.	20	8	SP.	1	56-18	SG..	Rim..	2	Wh.
*Townsend 30-60	....	6-10	2.50	15000	102	30	18	H	30-60	T.D.M.	Own..	2	9½x12	H.	I.	450	Split	Own	Ker	Opt.	MO.	Pu	Sp-Own	22	10	SP.	1	60-24	SG..	Rim..	2	Wh.
Twin City.. KT		2	3.13	4300	78¼	24½	21	H°		F.A.K.	Own	4	4½x5	V.	I.	1000	ABos..	Str..	Gas.	Don	HC	Pu.	SP-TDi	14	7	No..	1		SG..	Axle	2	Wh.
Twin City..17-28	....	3	2.90	5350	84	28	9¼	H..	17-28	F.A.K.	Own	4	4¼x6	V..	I..	1000	ABos..	Hol.	Gas.	Don	HC	Pu	SP-TDi.	16	7¼	No.	2	50-12	SG..	Axle.	2	Wh.
Twin City..27-44	....	5-6	2.90	9200	97	30	13½	H..	27-44	F.A.K.	Own	4	5½x6¾	V.	I..	1075	ABos.	Sch.	Gas.	Don	HC	Pu	SP-TDi.	21	8½	No..	2	60-20	SG.	Axle.	2	Wh.
Twin City..21-32	....	3-4	3.17	5880	84	28	9¼	H..	21-32	F.A.K.	Own	4	4½x6	V..	I..	1075	ABos..	Str..	Gas.	Don..	HC.	Pu.	DP-TDi.	16	7½	No..	3	50-12	SG.	Axle.	2	Wh.
Wallis'Certified'	....	3	3.33	4315	84	28	13	H..	20-30	F.A.K.	Own	4	4⅜x5¾	V.	I.	1000	Bosch	Kin	G-K	Own	CS.	Pu.	MD-TDi	19	7¼	M D	2	48-12	SG	Axle.	2	Wh.
Wallis.....12-20		2	3.33	3450	78	23	10	H..	12-20	F.A.K.	Own	4	3⅞x5½	V.	I..	1000	Bosch.	Kin.		Own	CS°	Pu.	MD-TDi.	17	6¼				SG..	Axle.	2	Wh.
Wetmore..12-25	1050	3	3 50	3000	72	15	12½	H..	12-25	F.A.K..	Wauk.	4	4 x5¾	V.	L..	1050	Split	Sch	Ker	None..	HC.	Pu.	MD-Ful	12	7	No..	3	46-10	IG..	Spks.	2	Wh.
Yuba.....	4500	8	2.08	9980	109	18½	11⅝	U..	25-40	S.A....	Own	4	5¼x7	V.	I...	800	Bosch.	Str..	Dis.	Pom..	CS..	Pu.	MD-Lem.	14	8½	....	2	-17½	SG..	Axle.	1	Tr..

ABBREVIATIONS:

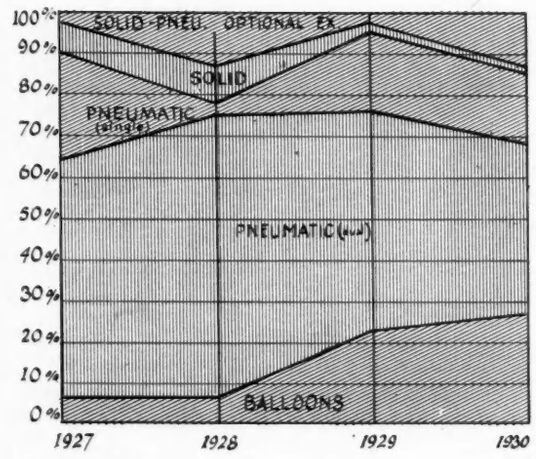
*—1929 Specifications
°—Others Used
a—Average
ABos—American Bosch
A-K—Atwater Kent
A&R—Axle & Rim
Beav—Beaver
Ben—Bennett
B&B—Borg & Beck
B-L—Brown-Lipe
B&S—Briggs and Stratton
Berl—Berling
BW—Beveled Gear & Worm Gear
CB—Contracting Band
Ch.G—Chain and Gear
Cha—Chain
Clim—Climax
Co—Cone
Cont—Continental
Cov—Covert
CS—Circulating Splash
Dis—Distillate
Don—Donaldson
DS—Drilled Shaft
Eise—Eisemann
Ens—Ensign
ES—Expanding Shoe
F—F Head Engine
F.A.K.—Front Axle Knuckle
FD—Fixing Drum
Fric—Friction
Ful—Fuller
G-K—Gasoline and Kerosene
Gas—Gasoline
H—Horizontal
H.B—Handle Bars
HC—Hollow Crankshaft
Her—Hercules
Hol—Holley
I—In Head
IG—Internal Gear
JC—Jaw Clutch
Ker—Kerosene
Kin—Kingston
Kok—Kokomo
L—"L" Head
Lem—Lemlay
McC-Deer—McCormick-Deering
MD—Multiple Dry Disc
Mix—Mix with Oil
MO—Multiple Disc in Oil
MO—Multi-Feed Mechanical Oiler
M&E—Merchant & Evans
N—None
NW—New Way
Opt—Optional
Par—Paragon
Pom—Pomona
Pre—Pressure
Pro—Protectomotor
Pu—Pump
PuL—Pulmotic
RBos—Robert Bosch
Rock—Rockford
S—Sleeve
S.A.—Swinging Axle
SB—Spur Gear and Beveled Gear
Sch—Schebler
SG—Spur Gear
SI—Spur and Internal Gear
Sl.G—Sliding Gear
Simp—Simplex
Sp—Special
SP—Single Plate
Spks—Spokes
Split—Splitdorf
Stea—Stearns
Str—Stromberg
SW—Spur and Worm Gear
TDi—Twin Disc
T.D.M.—Thru Driving Members
Th—Thermo-Siphon
Til—Tillotson
Tr—Track
U—Universally
Unit—United
V—Vertical
Wauk—Waukesha
W-B—Wilcox Bennett
WC—Worm and Chain
Wh—Wheel
Wil—Wilcox
Wisc—Wisconsin
Wo—Worm
Zen—Zenith

CURRENT TRENDS IN

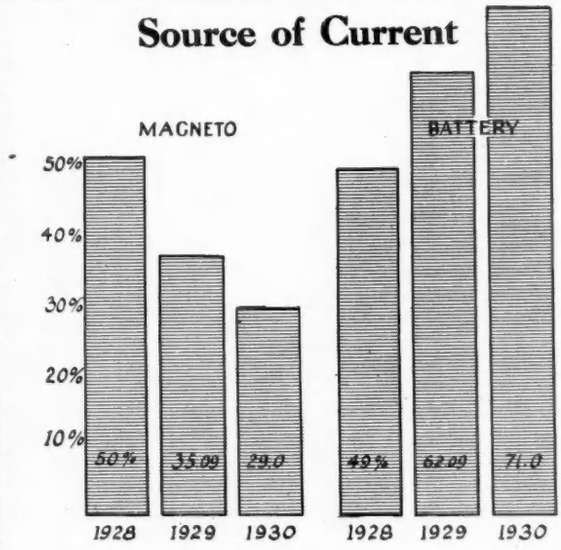
Number of Cylinders



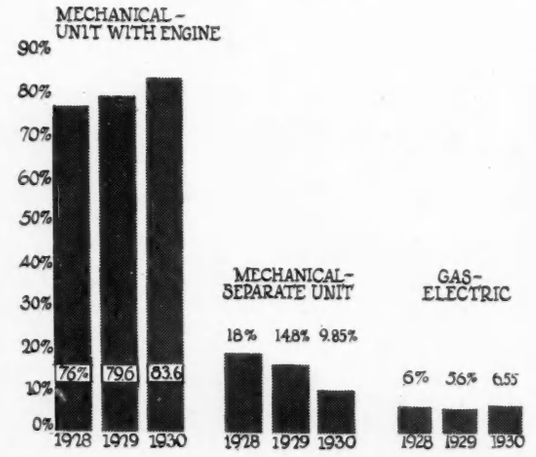
Tire Equipment



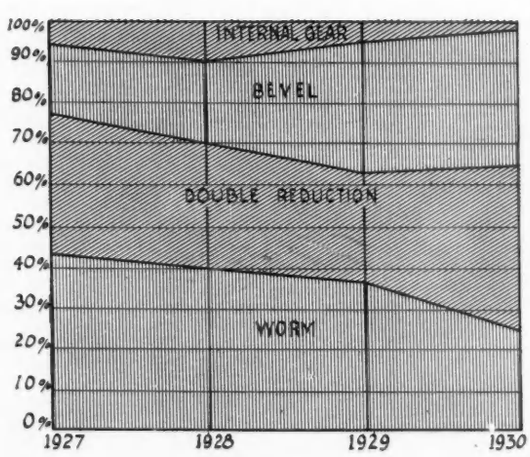
Source of Current



Transmission

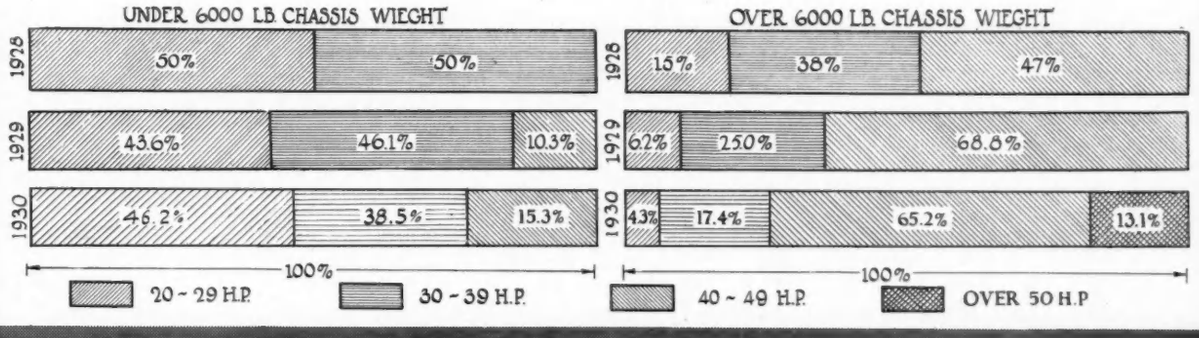


Final Drive

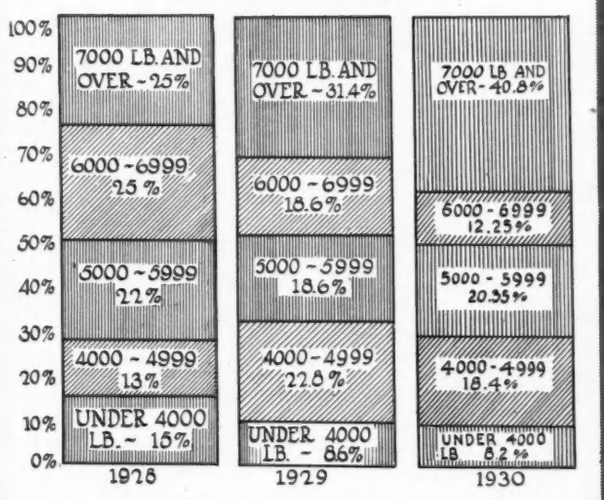


MOTOR BUS DESIGN

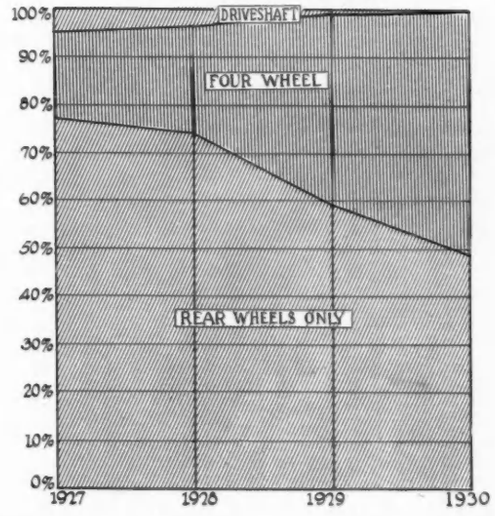
Rated Horsepower



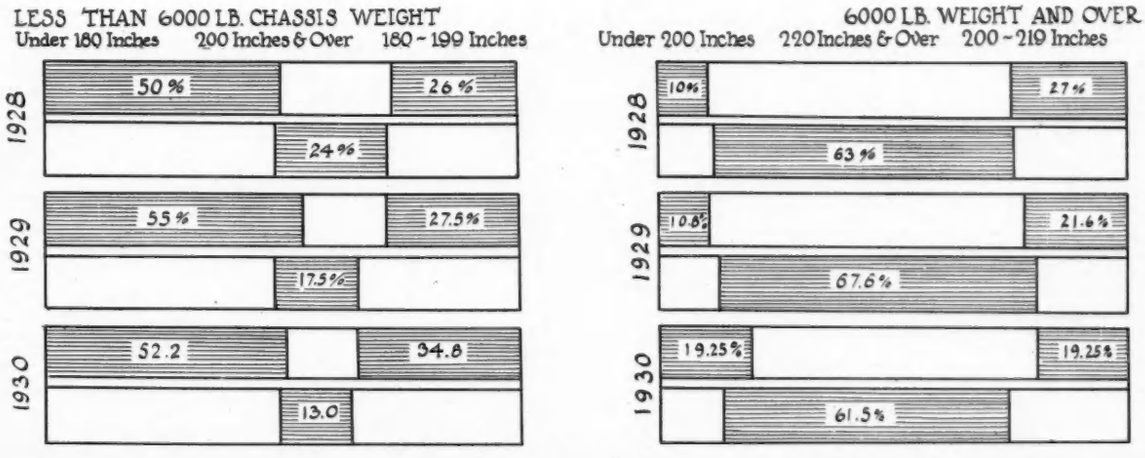
Chassis Weight

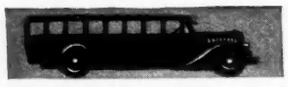


Service Brakes



Wheelbase





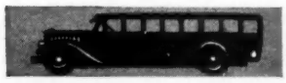
AMERICAN GASOL

MAKE AND MODEL	GENERAL							ENGINE						ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires Type and Sizes						Fuel System		Ignition System			Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Carburetor Make	Feed	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
A.C.F. 30	29	.....	230	72–78	9300	B40x9	B40x9d	HaS.	6–4¼x5½	43.3	I.	abce.	Zen.	V.	D-R.	B.	D-R.	Opt.	12–180	N-P.	N-P.	B-L.	SP.
A.C.F. 40	34	.....	240	79½–74	10300	B40x9.75	B40x9.75d	HaS.	6–4¼x5½	43.3	I.	abce.	Zen.	V.	D-R.	B.	D-R.	Opt.	12–180	N-P.	N-P.	Long.	SP.
A.C.F. 45, 64	38	.....	264°	79½–74	11250	B40x9.75	B40x9.75d	HaS.	6–5x6	60.0	I.	abce.	Zen.	P.	D-R.	B.	D-R.	Opt.	.....	N-P.	N-P.	Long.	DP.
Acme 120	29	.....	220	60–72½	8200	P-36x8	P-36x8d	Cont.	20R 6–4½x4¾	40	I.	abcd.	Str.	V.	A-L.	B.	A-L.	Wil.	6–120	Ce.	40	B-L.	MDD.
Brockway EB	20	§	153°	58–60	3850	P-32x6	P-32x6	Wisc.	SU 4–4 x5	25.6	I.	ab.	Zen.	V.	L-N.	B.	L-N.	Exi.	12–220	Opt.	38	B-L.	MDD.
Brockway EB4	20	§	153°	58–60	3900	P-32x6	P-32x6d	Wisc.	Y 6–3⅜x5	27.3	I.	ab.	Zen.	V.	L-N.	B.	L-N.	Exi.	12–220	Su.	39	B-L	MDD.
Brockway SW	22	§	173°	58–62⅝	4150	P-32x6	P-34x7	Wisc.	Y 6–3⅜x5	27.3	I.	ab.	Zen.	V.	L-N.	B.	L-N.	Exi.	12–220	Su.	35	B-L.	MDD.
Brockway H	22	§	200°	60–66	4975	P-32x6	P-32x6d	Wisc.	HB 6–3¾x5	33 7	I.	ab.	Zen.	V.	L N.	B.	L-N.	Exi.	12–220	Su.	30	B-L.	MDD.
Brockway 90B	16	.....	149	56–58	3650	P-32x6	P-32x6	Cont.	16C 6–3⅜x4⅝	27.3	L.	abc.	Zen.	V.	A-L.	B.	A-L.	Exi.	.....	Su.	45	B&B.	SP.
Brockway JI-2	30	§	221°	66½–77⅜	7680	P-34x7	P-34x7d	Wisc.	H 6–4 x5	38.2	I.	ab.	Zen.	V.	L-N.	B.	L-N.	Exi.	12–220	Su.	30	B-L.	MDD.
Brockway JB	16	.....	142	56–58	3200	P-32x6	P-32x6	Wisc.	C 4–3¾x5	22.5	L.	ab.	Zen.	V.	A-L.	B.	A-L.	Exi.	6–150	Su.	38	B&B	SP
Day-Elder 30A	30	5400	220°	68½–65¾	8600	P-36x6	P-36x6d	Cont.	21R 6–4⅜x4¾	45 9	I.	acde.	Zen.	V.	D-R.	B.	D-R.	USL.	12–148	Ce.	37	B-L.	MDD.
Denby 36	30	5000	216	74-74	7000	P-36x6	P-36x6d	Cont.	6B 6–3¾x5	33.7	L.	ab.	Zen.	V.	RBos.	M.	RBos.	Wil.	12–130	.....	.....	Ful.	MDD.
Dodge JEB	16	1890	165	60¼–64¼	4075	P-20x7	P-20x7d	Own.	225 6–3⅜x4½	27.3	L.	abce.	Str.	V.	N-E.	B.	N-E.	Wil.	6–215	.....	40	B&B.	SP.
Dodge YEX	21	1925	165	60¼–64¼	4415	P-32x6d	P-32x6d	Own.	6–3⅜x4½	27.3	L.	abce.	Str.	V.	N-E.	B.	N-E.	Wil.	6–215	.....	35	B&B.	SP.
Douglas	21	.....	182°	58	5700	P-32x6	P-32x6d	Buda.	DW-6 6–3¾x5	33.7	L.	a.	Zen.	V.	L-N.	B.	L-N.	Exi.	12–117	Ce.	Opt.	Ful.	MDD.
Guilder 20	18	.....	160	58–58	4000	P-32x6	P-32x6	Cont.	8R 6–3⅜x4½	27.3	L.	ab.	Zen.	V.	Remy.	B.	Remy.	Wil.	6–	Opt.	35	B-L.	MDD.
Guilder 26	21	.....	184	60–60	4500	P-32x6	P-32x6d	Cont.	6B 6–3¾x5	33.7	L.	ab.	Zen.	V.	Remy	B.	Remy.	Wil.	6–	Opt.	40	B-L.	MDD.
Guilder 35	25	.....	204	62–72	6000	P-32x6	P-32x6d	Cont.	6B 6–3¾x5	33.7	L.	ab.	Zen.	V.	Remy°	B.	Remy°	Wil.	6–	Opt.	40	B-L.	MDD.
Guilder 36	30	.....	204°	64-72	6000	P-36x6	P-36x6d	Buda.	BA6 6–4⅛x5⅛	38.4	L.	a.	Zen.	V.	N-E.	M.	L-N.	Wil.	12–	Opt	45	B-L.	MDD.
†Hahn OB	18	§	145°	60–60	4700	P-32x6	P-32x6	Cont.	6B 4–4 x5	25.6	L.	ab.	Str.	V.	RBos.	M.	L-N.	Wil.	6–110	N-P.	N-P.	B-L.	MDD.
†Hahn KB	27	§	186°	60–66	4900	P-34x7	P-34x7d	Cont.	16T 6–3¾x5	33.7	L.	ab.	Str.	V.	RBos.	M.	Del.	Wil.	6–175	N-P.	N-P.	B-L.	MDD.
†Hahn LB	36	§	246	69–72	6800	P-38x7	P-38x7d	Cont.	15H 6–4½x5¾	48.6	L.	a.	Str.	V.	RBos.	M.	L-N.	Wil.	12–130	N-P	N-P.	B-L.	MDD.
Kissel 55	21	2750	182	59–57	4000	P-32x6	P-32x6d	Own.	55 6–3⅞x5½	26.3	L.	abc.	Sch.	V.	Remy.	B.	Remy.	Wil.	6–153	N-P.	N-P.	War.	MDD.
Larrabee 7B	21	.....	203	67–	8700	P-34x7	P-34x7	Cont.	18R 6–4x4½	40.8	I.	abc.	Zen.	V.	D-R.	B.	D-R.	Exi.	12–	Ce.	40	B-L.	MDD.
Larrabee 6B	30	.....	226	67–71¼	9500	P-36x8	P-36x8	Cont.	21R 6–4⅜x4¾	45.9	I.	abce.	Zen.	V.	D-R.	B.	D-R.	Exi.	12–	Ce.	35	B-L.	MDD.
†Mack City AB	25	.....	196	68–63⅜	....	P*-Opt.	P*-Opt.	Own.	AB 4–4¼x5	28.9	L.	a.	Str.	V.	Spl.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	Own	MDD.
†Mack City AB	29	.....	225	68–63⅜	....	P*-Opt.	P*-Opt.	Own.	AB 4–4¼x5	28.9	L.	a.	Str.	V.	Spl.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	Own	MDD.
†Mack Parlor AB	25	.....	230½	68–63⅜	....	P*-Opt.	P*-Opt.	Own.	AB 4–4¼x5	28.9	L.	a.	Str.	V.	Spl.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	Own	MDD.
†Mack** City AB	25	.....	196	68–63⅜	....	P*-34x7	P*-34x7d	Own.	AB 4–4¼x5	28.9	L.	a.	Str.	V.	Spl.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	None.	None.
†Mack** City AB	29	.....	225	68–63⅜	....	P*-34x7	P*-34x7d	Own.	AB 4–4¼x5	28.9	L.	a.	Str.	V.	Sol.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	None.	None.
†Mack City AL	29	.....	233	71–63⅜	....	P*-34x7	P*-34x7d	Own.	AL 6–4¼x5	43.3	L.	a.	Str.	E-P.	Spl.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	Own	SP.
†Mack Parlor AL	25	.....	233	71–63⅜	....	P*-34x7	P*-34x7d	Own.	AL 6–4¼x5	43.3	L.	a.	Str.	E-P.	Spl.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	Own	SP.
†Mack** City AL	29	.....	233	71–63⅜	....	P*-34x7	P*-34x7d	Own.	AL 6–4¼x5	43.3	L.	a.	Str.	E-P.	Spl.	M	N-E*.	Exi.	12–120	Ce*.	Opt.	None.	None.
Menominee T	14–17	.....	176⅛	60-58	5470°	P-32x6	P-32x6d	Wis.	Y 6–3¾x5	27.3	I.	ab.	Zen.	V.	D-R.	B.	D-R.	Wil.	6–153	Opt.	38	B&B.	SP.
Menominee T2	17–21	.....	176⅛	64-66	5800°	P-34x7	P-34x7d	Wis.	HB 6–3¾x5	33.7	I.	abc.	Str.	V.	D-R.	B.	D-R.	Wil.	6–153	Opt.	38	B-L.	MDD.
Rehberger B4	30	††	224	64½–63½	7000	P-38x7	P-38x7d	Buda.	BA6 6–4½x5⅛	40 8	L.	a.	Zen.	V.	Eis.	M.	L-N.	Wil.	12–132	N-P.	N-P.	B-L.	MDD.
Relay KBR	17–21	3150	180	58–63	5200	P-32x6	P-32x6d	Buda.	DS-6 6–3⅜x5	31.2	L.	ab.	Zen.	V.	L-N.	B.	A-L.	Wil.	6–135	N-P.	.....	B-L.	MDD.
Reo GB	21	.....	179	57¼–67	....	B34x7.50	B34x7.50	Own.	6–3⅝x5	27.3	L.	abcde	Sch.	V.	D-R.	B.	D-R.	Wil.	6–240	N-P.	N-P.	B-L.	SP.
†Selden 42	21–25	.....	210	56–62	5800	P-32x6	P-32x6d	Cont.	18R 6–4x4½	38.4	I.	abc.	Str.	V.	N-E.	B.	N-E.	Exi.	12–	Ce.	.....	B-L.	MDD.
Studebaker 111	25	.....	220	63–64	5920	B8.25x20	B8.25x20d	Own.	8 8–3½x4⅜	39.2	L.	abc.	Str.	M-P	D-R.	B.	D-R.	Wil.	12–108	N-P.	N-P.	Long.	DP.
Studebaker 99	21	3665	184	63–64	5680	B7.50x20	B7.50x20d	Own.	8 8–3½x4⅜	39.2	L.	abc.	Str.	M-P	D-R.	B.	D-R.	Wil.	12–108	.....	.....	Long.	DP.
Studebaker 88	22	3165	184	57–60½	5200	B7.50x20	B7.50x20d	Own.	8 8–3½x4⅜	39.2	L.	abc.	Str.	M-P	D-R.	B.	D-R.	Wil.	12–108	.....	.....	Long.	DP.
Studebaker 77	15	2765	158	57–61½	5040	B6.75x20	B6.75x20d	Own.	8 8–3½x4⅜	39.2	L.	abc.	Str.	M-P	D-R.	B.	D-R.	Wil.	12–108	.....	.....	Long.	DP.
Twin Coach.	37–40	.....	194	82–82	....	P-40x10½	P-38x7d°	2-Own.	6–3¾x4½	33.8	L.	abc.	Zen.	P-	Del.	B.	D-R.	Exi.	12–158	N-P.	N-P.	B-L.	SP.
Twin Coach.	21	.....	140	71¼–71¼	8750	P-18x9	P-18x9	Own.	WXG 6–4x4½	38.4	L.	abc.	Zen.	P.	D-R.	B.	D-R.	Exi.	12–158	N-P.	N-P.	B-L.	SP.
†Uppercu Coach. S2	32	§	240	70–80	7400	S*-36x7	S*-36x10	Wauk.	6A 6–4½x5¾	48.6	L.	a.	Sch.	V.	ABos.	M.	L-N.	Exi.	12–160	N-P.	N-P.	B&B.	SP.
†Ward LaFrance. 29B	29	.....	225½°	68½–75	8500	P-38x7	P-37x7d	Wauk.	6AB 6–4½x5¾	48.6	L.	abc.	Zen.	V.	M.	B.	L-N.	Wil.	12–152	Ce.	40	B-L.	MDD.
†Ward LaFrance. 4B6	25	5600	224	62–72	6600	P-34x7	P-34x7	Wauk.	6HB 6–4¼x5¾	38.4	L.	abc.	Str.	V.	RBos.	M.	A-L°.	Pre.	12–174	Ce.	.....	B-L.	MDD.
White 54	25–35	7500	227°	73½–69	....	P-38x9	P-38x9d	Own.	1A1 6–4⅜x5¾	45.9	I.	abcd.	Zen.	P.	L-N.	B.	L-N.	Wil.	12–112	Ce.	Opt.	Own.	DP.
White 53	14–21	4250	180	64–67½	6000	B34x7.50	B34x7.50d	Own.	GRB 4–4¼x5¾	28.9	L.	abcd.	Zen.	V.	Opt.	M.	L-N.	Opt.	12–132	Ce.	Opt.	Own.	SP.
White 50B	25–29	5350	198°	58½–67 1/16	6495	P-34x7	P-34x7d	Own.	GRB 4–4¼x5¾	28.9	L.	abcd.	Zen.	V.	Opt.	M.	L-N.	Opt.	12–132	Ce.	Opt.	Own.	SP.
White 65	14–21	4850	180	74–68	....	B36x8.25	B36x8.25d	Own.	3A1 6–4x5¼	38.4	I.	abcd.	Zen.	P.	Del.	B.	L-N.	Wil.	12–108	Ce.	Opt.	Own.	SP.
White 54A	38–41	8000	250	75⅜–69¾	....	B38x9.75	B38x9.75d	Own.	1A1 6–4⅜x5¾	45.9	I.	abcd.	Zen.	P.	L-N.	B.	L-N.	Wil.	12–112	Ce.	Opt.	Own.	DP.
W M C. NL	21	.....	190	65–65	7400	B38x8.25	B38x8.25	Wauk.	6-KU 6–4¼x4¾	43.3	L.	abcd.	Zen.	V.	L-N.	B.	N-E.	Exi.	12–127	Ce.	43.3	Long.	SP.
W M C. NTB	29	.....	239	73½–74¼	9700	B40x9.75	B40x9.75	Wauk.	6-RB 6–5x5¾	60.0	L.	abcd.	Zen.	V.	N-E°.	B.	L-N°.	Exi.	6–160	Ce.	40	Long.	SP.
W M C. GN	34–38	.....	249	73½–74¼	9800	B40x9.75	B40x9.75	Wauk.	6-RB 6–5x5¾	60 0	L.	abcd.	Zen.	V.	L-N°.	B.	N-E°.	Exi.	12–170	Ce.	40	Long.	SP.
Yellow W	17–21	3250	185	69⅞–65¼	5885	B7.50x20	B7.75x20d	Cad.	353 8–3⅜x4⅛	36.4	L.	abcde	Cad.	P.	D-R.	B.	D-R.	Exi.	12–100	N-P.	N-P.	Long.	DP.
Yellow Y	29	6500	225	74¼–70¾	8570	B8.25x22	B8.25x22	Own.	Y 6–4¼x5½	43 3	Sl.	abd.	Zen.	V.	N-E.	B.	N-E.	Exi.	12–100	Su.	.....	Long.	DP.
Yellow Z-200	29	6000	200	77½–76¾	8100	P-36x6	P-36x6d	Own.	YZ 6–4¼x5½	43.3	Sl.	abd.	Zen.	V.	N-E.	B.	N-E.	Exi.	12–100	Ce°.	.....	Own	SP.
Yellow Z-240	39	6950	240	75-74	9855	B9.75x22	B9.75x22d	Own.	YZ 6–4¼x5½	43.3	Sl.	abde.	Zen.	M-P	D-R.	B.	D-R.	Exi.	12–100	Su.	39	Own	SP.
Yellow** Z-240	39	8950	240	75-74	12400	P9.75x22	P9.75x22d	Own.	YZ 6–4¼x5½	43.3	Sl.	abde.	Zen.	M-P	D-R.	B.	D-R.	Exi.	6–200	N-P.	N-P.	None.	None.

ABBREVIATIONS

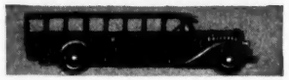
°—Others furnished
•—At extra cost
••—Gas Electric
§—Prices on application
§§—Generator only
†—1929 Specifications
‡—Also Fabric Joints
a—Main Bearings
ABos—American Bosch
A-L—Auto-Lite
A-P—Air Pressure
b—Lower Rod Bearings
B—Battery (Ignition)
B—Balloons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
B-PS—Bevel Pinion and Sector
c—Camshaft Bearings
C&L—Cam and Lever
CAD—Cadillac
Ce—Centrifugal
CGP—Columbus Gear & Pump
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
Cot—Cotta
Cov—Covert
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disk Cast Steel
DD—Dead
D-Ds—Disk Drive Shaft (Brakes)
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit
Dir—Direct
D-P—Disk Pressed Steel
DP—(Clutch)—Double Plate
DR—Double Reduction
Dtl—Detlaff
e—Gear Case
E—Free End
Eat—Eaton
E-Ds—External Drive-shaft
E-Fw—External Four Wheel
Eis—Eisemann
Eng—Engine
E-P—Electric Pump
ErM—Erie Mall
E-Rw—External Rear Wheels
Exi—Exide
½F—Semi-Floating
¾F—¾ Floating
F—In Head and Side
FA—Drive taken through Front Axle
FF—Full Floating
Ful—Fuller
Fw—4-Wheel
G—Gravity
GE—General Electric
Gem—Gemmer
Gou—Gould
Han—Handy
Hann.—Hannum
HaS—Hall Scott
Heli—Helical
Herc—Hercules
Hob—Hobson
Hoo—Hoopes
H-V—Hydraulic Vacuum Booster
Hyd—Hydraulic
I—In Head
Ie—In Head: overhead camshaft
I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel
IG—Internal Gear

INE BUS CHASSIS

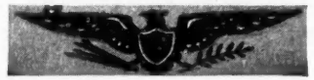


MISSION					REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR								MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency		Front	Rear			Steering Gear			Wheels				
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual=1)	Type and Material	
B-L..	Eng...	4	5.18	4-Spi...	Tim... 65252	Wo	FF..	.....	I-Fw..	A-P...	Dir...	630	E-Ds..	110	50-4	64-5	M....	Tim...	Ross..	C&L..	42	22	Budd..	..	D-P...	A.C.F.....30
Own..	Eng...	3	4.32	4-Uni...	.....	SB..	FF..	4.50	I-Fw..	A-P...	Dir...	575	E-Ds..	...	43-3½	64-5	M....	.....	Hann.	C&L..	45	22	.....	6	D-P...	A.C.F.....40
Own..	Eng...	3	4.32	4-Uni...	.....	SB..	FF..	4.09	I-Fw..	A-P...	Dir...	942	E-Ds..	240	43-3½	64-5	M....	.....	Hann.	C&L..	45	22	.....	6	D-P...	A.C.F.....45, 64
B-L..	Eng...	5	5.96	4-Blo...	Wisc..69410L	DR.	FF..	6.3	I-Fw..	Hyd..	Pow..	660	E-Ds..	...	40-2½	60-3	M....	Shu..	Ross.	C&L.	75	...	Budd..	4	.....	Acme.....120
B-L..	Eng...	3	4.09	3-Spi...	Col.... 55000	SB..	FF..	5.12	I-Fw..	Mec..	Dir...	550	E-Ds..	80	46-2½	60-3	M....	Col...	Ross.	C&L.	54	20	.....	4	S-C...	Brockway.....EB
B-L..	Eng...	4	5.35	3-Spi...	Col.... 55000	SB..	FF..	5.85	I-Fw..	Mec..	Dir...	550	E-Ds..	80	46-2½	60-3	M....	Col...	Ross.	C&L.	54	20	.....	4	S-C...	Brockway.....EB4
B-L..	Eng...	4	5.35	3-Spi...	Wisc.... 4610	DR.	FF..	6.6	I-Fw..	Mec..	Dir...	560	E-Ds..	192½	46-2½	60-3	M....	Col...	Ross.	C&L.	62	32	Van...	4	S-C...	Brockway.....SW
B-L..	Eng...	4	5.35	3-Spi...	Wisc.. 68310	DR.	FF..	6.33	I-Rw..	Mec..	Dir...	196	E-Ds..	114	46-2½	60-3	M....	Shu..	Ross.	C&L.	62	20	Budd..	4	D-P...	Brockway.....H
B-L..	Eng...	4	6.6	3-Spi...	Col.... 54030	SB..	FF..	5.12	I-Fw..	Mec..	Dir...	364	E-Ds..	60	37-2¼	52-2½	M....	Col...	Ross.	C&L.	56	20	Mel..	4	S-C...	Brockway.....90B
B-L..	Eng...	4	5.35	4-Spi...	Tim. 65220–S	Wo	FF..	6	I-Rw..	Mec..	Vac..	271	E-Ds..	181	46-3	60-3½	M....	Shu..	Ross.	C&L.	76½	20	Budd..	..	D-P...	Brockway.....JI-2
B-L..	Eng...	3	4.15	3-Spi...	Col.... 54030	SB.	¾F.	5.12	I-Fw..	Mec..	Dir...	450	E-Ds..	100	38-2	52-2½	M....	Col...	Ross.	C&L.	54	20	Mel..	..	S-C...	Brockway.....JB
B-L..	Eng...	4	5.35	3-Spi...	Tim..65713D	Wo	FF..	6.75	I-Rw..	Vac..	Pow...	500	D-Ds..	60	46-2½	64-3½	M....	Shu..	Ross.	C&L.	58	24	Budd..	6	D-P...	Day Elder.....30A
Ful..	Eng...	4	4.80	4-Blo...	Cla..... 3D	IG .	FF..	7.00	I-Rw..	Mec..	Dir...	....	E-Ds..	.....	.....	64-4	M....	Shu..	Ross.	C&L.	66	24	Budd..	4	D-P...	Denby.....36
													E-Ds..	....	39-2	56-3	M....	Cla...	Hann.	N&L.	59¼	....	Budd..	6	.....	Dodge.....JEB
Own..	Eng...	3	6.5	3-Uni...	Own.....	SB.	....	5.67	I-Fw..	Hyd..	Dir...	299	E-Ds..	....	39-2	56-3	M....	Cla...	Hann.	N&L.	59¼	....	Budd..	6	.....	Dodge.....YEX
Ful..	SeU...	4	....	4-Blo...	Wisc.... 67500	DR.	FF..	6.3	I-Rw..	Mec..	Dir...	210	I-Rw..	160	42-3	60-4	M....	Shu..	Ross.	C&L.	....	20	Van..	4	S-C...	Douglas.....
B-L..	Eng...	3	4.80	2-Spi...	Cla.... 501B	SB..	½F.	6.28	I-Rw..	Mec..	Dir...	....	I-Rw..	....	40-2¼	56-2¼	M....	Shu..	Ross.	C&L.	70	20	Budd..	4	D-P...	Guilder.....20
B-L..	Eng...	4	4.80	3-Spi...	Wisc.... 471	DR.	FF..	6.00	I-Rw..	Mec..	Dir...	....	I-Rw..	....	42-2½	60-3	M....	She..	Ross.	C&L.	50	20	Budd..	4	D-P...	Guilder.....26
B-L..	Eng...	4	5.35	2-Spi...	Wisc.. 67510	DR.	FF..	6	I-Rw..	Vac..	Pow...	....	E-Ds..	....	44-3	60-3½	M....	Shu..	Ross.	C&L.	....	20	Budd..	4	D-P...	Guilder.....35
B-L..	Eng...	4	5.35	2-Spi...	Wisc..1261K	DR.	FF..	6.1	I-Rw..	Vac..	Pow...	....	E-Ds..	....	44-3	60-3½	M....	Shu..	Ross.	S&L.	70	24	Budd..	4	D-P...	Guilder.....36
B-L..	Eng...	4	Var	3-Spi...	Wisc.... 4600	DR.	½F.	5.00	I-Rw..	Mec..	Dir...	....	I-Rw..	....	40-2½	56-2½	M....	Shu..	Ross.	C&L.	40	20	Van..	4	S-W...	†Hahn.....OB
B-L..	Eng...	4	Var.	3-Spi...	Wisc..67310	DR.	FF.	6.33	I-Rw..	Mec..	Dir...	....	I-Rw..	....	40-2½	56-3	M....	Shu..	Ross.	C&L.	60	20	Budd..	4	D-P...	†Hahn.....KB
B-L..	Eng...	4	Var.	4-Spi...	Wisc..1251K	DR.	FF..	....	I-Rw..	Mec..	Dir...	....	I-Rw..	....	42-3	59-3½	M....	Shu..	Ross.	C&L.	.....	24	Budd..	4	D-P...	†Hahn.....LB
Ful..	Eng...	4	4.8	2-Spi...	Tim..5620H	SB..	½F.	6.75	I-Fw..	Hyd..	Dir...	430	I-Rw..	215	38-2½	60-3	M....	Tim...	Ross.	C&L.	.....	20	Budd..	4	D-P...	Kissel.....55
B-L..	Eng...	4	5.35	3-Spi...	Wis.. 69410	DR.	FF..	6.35	I-Fw..	Hyd..	Pow...	....	I-Ds..	....	44-2¼	62-3½	M....	Shu..	Ross.	C&L.	.....	20	Budd..	....	.....	Larrabee.....6B
B-L..	Eng...	4	5.35	3-Spi...	Wis 12527KL	DR.	FF..	7.00	I-Fw..	Hyd..	Pow...	....	I-Ds..	....	44-2½	62-4	M....	Ross.	C&L.	.....	.....	20	Budd..	....	D-P...	Larrabee.....7B
				2-Spi...																						
Own..	Eng...	4	4.85	4-Spi...	Own..... AB	DR.	FF..	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own..	Own..	W&W.	55	20	Budd..	4	D-P...	†Mack..... City AB
Own..	Eng...	4	4.85	4-Spi...	Own..... AB	DR.	FF..	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own..	Own..	W&W.	62	20	Budd..	4	D-P...	†Mack..... City AB
Own..	Eng...	4	4.85	4-Spi...	Own..... AB	DR.	FF..	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own..	Own..	W&W.	63	20	Budd..	4	D-P...	†Mack..... Parlor AB
GE...	**	1	**	4-Spi...	Own..... AB	DR	FF.	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own..	Own..	W&W.	58	20	Budd..	4	D-P...	†Mack**..... City AB
GE...	**	1	**	4-Spi...	Own..... AB	DR	FF.	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own..	Own..	W&W.	64	20	Budd..	4	D-P...	†Mack**..... City AB
Own..	SeU...	4	5.77	5-Spi...	Own..... AL	DR.	FF..	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	6-3½	70-3½	R....	Own..	Own..	W&W.	68	20	Budd..	4	D-P...	†Mack..... City AL
Own..	SeU...	4	5.77	5-Spi...	Own..... AL	DR.	FF.	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	6-3½	70-3½	R....	Own..	Own..	W&W.	68	20	Budd..	4	D-P...	†Mack..... Parlor AL
GE...	**	1	**	5-Spi...	Own..... AL	DR.	FF.	Var...	I-Rw..	Vac*.	Dir...	36.4	E-Ds..	1444	6-3½	70-3½	R....	Own..	Own..	W&W.	68	20	Budd..	4	D-P...	†Mack**..... City AL
B-L..	Eng...	4	5 2	3-Pick..	Wis... 67000	DR.	FF..	5.83	I-Rw..	Mec..	Dir...	408	I-Rw..	2024	4-2½	56-3	M....	Shu..	Ross.	C&L.	64	20	Budd..	4	D-P...	Menominee.....T
B-L..	Eng...	4	5 2	3-Pick..	Wis... 67410	DR.	FF..	5.83	I-Rw..	Mec..	Dir...	408	I-Rw..	2024	4-2½	56-3	M....	Shu..	Ross.	C&L.	66	20	Budd..	4	D-P...	Menominee.....T2
				2-Spi...																						
B-L..	Eng...	4	5.35	3-Spi...	Tim..65700D	Wo.	FF..	6.75	I-Rw..	Mec..	Vac..	466	D-Ds..	61.3	41-2½	60-3	M....	Shu..	Ross.	C&L.	66	24	Budd..	4	D-P...	Rehberger.....B4
B-L..	Eng...	4	5.35	3-Blo...	Own.....	....	FF..	5.14	I-FW.	Hyd..	Dir...	298	E-Ds..	98	40-2¼	56-2½	M....	Col...	Han..	S&L.	54	20	Own..	4	D-C...	Relay..... KBR
Own..	Eng...	4	6.89	3-Cle...	Own..... G	SB.	FF.	6.22	I-Fw.	Hyd..	....	357	E-Ds..	175	38½-2¼	54½-3	M....	Own..	Hann.	....	36	20	Van..	4	S-M..	Reo.....GB
B-L..	Eng...	4	5.35	3-Blo...	Clark.. P720	SB..	½F.	6.25	I-Rw..	Vac..	Dir...	....	I-Rw..	....	46-2½	60-3	M....	Shu..	Ross.	C&L.	....	20	ErM..	4	S-C...	†Selden.....42
Ful..	Eng...	4	4.82	4-Spi...	Eat.....	SB..	½F.	5.5	I-Fw..	Vac..	Pow..	505	E-Ds..	44	38-2½	56½-3	M....	Eat..	Ross.	C&L.	70	20	ErM..	4	Mal..	Studebaker.....111
Ful..	Eng...	4	4.81	3-Spi...	Eat..... 2004	SB..	½F.	5.11	I-Fw..	Mec..	Pow..	535	E-Ds..	42½	38-2½	56½-3	M....	Eat..	Ross.	C&L.	....	20	Van..	4	.....	Studebaker.....99
Ful..	Eng...	3	3.9	3-Spi...	Eat..... 1506	SB..	½F.	5.11	I-Fw..	Mec..	Pow..	444	E-Ds..	42½	38-2½	56½-3	M....	Eat..	Ross.	C&L.	....	20	Van..	4	.....	Studebaker.....88
Ful..	Eng...	3	3.9	3-Spi...	Eat..... 1506	SB..	½F.	5.11	I-Fw..	Mec..	Pow..	444	E-Ds..	42½	38-2½	56½-3	M....	Eat..	Ross.	C&L.	....	20	Van..	4	.....	Studebaker.....77
B-L..	**	3	4.01	2-Cle...	Tim... Spec.	Wo.	....	6.25	I-Fw..	A-P..	Pow..	320	E-Ds..	140	60-4	60-4	M....	Tim...	Ross.	C&L.	66	20	Day..	4	D-C...	Twin Coach.....
B-L..	Eng...	3	4.0	3-Cle...	Tim ..9378A	Wo.	....	6.06	I-Fw..	A-P..	Pow..	320	E-Ds..	70	56-3	56-3	M....	Tim...	Ross.	C&L.	48	18	Day..	4	S-C...	Twin Coach.....
Ful..	UnFa.	4	6.25	4-Own..	Own... Spec.	FA..	RA.	None.	I-Rw..	A-P..	Dir...	....	E-Ds..	....	.....	64-4	R&E.	Own..	Ross.	C&L.	60	....	Budd..	4	D-P...	†Uppercu Coach....S2
B-L..	Eng...	4	5.35	4-Spi...	Tim..65704D	Wo.	....	6.0	I-Rw..	Vac..	Dir...	....	-Ds..	....	-2½	54-3	M....	Tim...	Ross.	C&L.	.....	.....	W&K.	4	D-P...	†Ward LaFrance..29B
B-L..	Eng...	4	5.35	3-Spi...	Tim.....	Wo.	FF.	5.4	E-Fw	Mec..	Pow..	....	I-Ds..	....	.....	.....	M....	Shu..	Ross.	C&L.	.....	20	Budd..	4	D-P...	†Ward LaFrance..4B6
Own..	Eng...	4	5.05	4-Spi...	Own..... 1C	SB..	½F.	4.56	I-Fw..	A-P..	Pow..	434	E-Ds..	140	48-3	64-4	M....	Own..	Ross.	C&L.	.....	20	Budd..	4	D-P...	White.....54
Own..	Eng...	4	4.12	3-Spi...	Own.....	SB..	½F.	4.38°	I-Rw..	Vac..	Dir...	....	E-Ds..	....	41½-2¼	60-3	M....	Own..	Own..	W&S.	57	20	Budd..	4	D-P...	White.....53
Own..	Eng...	4	4.12	3-Spi...	Own.... 50B	DR°	½F.	4.67°	I-Rw..	A-P..	Pow..	††	E-Ds..	††	41½-2¼	60-3	M....	Own..	Own..	W&S.	66	20	Budd..	4	D-P...	White.....50B
Own..	Eng...	4	4.12	3-Spi...	Own.....	SB..	½F.	4.75	I-Fw..	H-V..	....	....	E-Ds ..	....	46-3	60-3	M....	Own..	Ross.	C&L.	34	20	Budd..	4	D-P...	White.....65
Own..	Eng...	4	5.05	4-Spi...	Own.... 1C	SB..	½F.	5.12	I-FW.	A-P..	Pow..	434	E-Ds..	140	48-3	64-4	M....	Own..	Ross.	C&L.	.....	20	Budd..	4	D-P...	White.....54A
B-L..	Eng...	4	5.35	4-Spi...	Tim 65101D	Wo.	FF..	5.0	I-Rw..	A-P..	Pow..	....	E-Ds..	....	46½-2½	62-3	M....	Tim...	Ross.	C&L.	65	22	Budd..	..	D-P...	W M C.....NL
B-L.	Eng...	4	5.35	4-Spi...	Tim 65221W	Wo.	FF..	4.00°	I-Fw.	A-P..	Pow..	....	E-Ds..	....	49-3	66-4	M....	Tim...	Ross.	C&L.	80	22	Budd..	..	D-P...	W M C.....NTB
B-L.	Eng...	4	5.35	4-Spi...	Tim 65221W	Wo.	FF..	4.00°	I-Fw.	A-P..	Pow..	....	E-Ds..	88	49-3	66-4	M....	Tim...	Ross.	C&L.	....	22	Budd°	..	D-P...	W M C.....GN
GMC.	Eng...	4	4.79	4-Spi...	Tim64031DH	Wo.	½F.	5.40	I-Fw.	Hyd..	Dir...	588	E-Ds..	161	43-3	58-3	M....	Tim...	Ross.	C&L.	56½	20	Budd..	4	D-P...	Yellow.....W
B-L.	Eng...	4	5.35	4-Spi...	Tim.5811-W	SB..	½F.	5.28	I-Fw.	A-P.	Pow..	698	I-Ds..	40	46-3½	60-3½	M....	Tim...	Ross.	C&L.	62½	22	Budd..	4	D-P...	Yellow.....Y
B-L.	SeU..	4	4.98	4-Spi...	Tim... 66220	Wo.	½F.	5.20	I-Rw..	Mec..	Dir...	305	I-Rw..	305	48-3½	60-4	M....	Tim...	Ross.	C&L.	56	24	Budd..	4	D-P...	Yellow.....Z-200
Mun..	SeU..	4	4.49	4-Spi...	Tim 66212-W	Wo.	½F.	5.2	I-Fw.	A-P.	Pow..	698	I-Ds..	80	48-3½	64-4	M....	Tim...	Ross.	C&L.	72	22	Budd..	4	D-P...	Yellow.....Z-240
.....	.....	...	...	4-Spi...	Tim. 6631-W	Wo.	½F.	11.00	I-Fw.	A-P..	Pow..	698	E-Ds.	130	48-3½	64-4	M....	Tim...	Ross.	C&L.	72	22	Budd..	4	D-P...	Yellow**.....Z-240

Ind—Indestructible
I-Rw—Interna l Rear wheel
Jac—Jacox
L—L Head
Lan—Lansing
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
Mal—Malleable Iron
MD—Double Disk
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanical
Mich—Michigan
M.M.—Mechanics Machine
Mot—Motor Wheel
M-P—Mechanical Pump
Mun—Muncie
N-E—North East
N-P—No Provision
N&L—Nuts and Lever
Opt—Optional
P—Pneumatic (Tires)
PD—Dual pneumatics
P—Pressure (Fuel Feed)
Pet—Peters
Pic—Pick
Pie—Pierce
Pow—Power Operated
Pre—Prestolite
R—Rubber
RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RwDs—Rear wheels & drive shaft
S—Solid
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Separate Unit
She—Sheldon
Shu—Shuler
S&L—Screw and lever
Sl—Sleeve Valve
S-M—Spoked Malleable Iron
Smi—Smith
S&N—Screw and Nut
Sne—Snead
SP—Single Plate
S-P—Spoked Pressed Steel
Spi—Spicer
Spl—Splitdorf
SSD—Spoked Steel Disk
Stew—Stewart
Str—Stromberg
Su—Suction
S-W—Spoked Wood
T—T Head
TB—Straight Bevel
Tim—Timken
Uni—Universal Machine
UnFA—Unit with Front Axle
U-P—Universal Products
V—Vacuum
Vac—Vacuum
Var—Various
Ves—Vesta
War—Warner Corp.
Wauk—Waukesha
Wes—Westinghouse
W&K—Whitehead & Kales
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Yell—Yellow Sleeve
Zen—Zenith



AMERICAN BUS BODIES



BODIES FURNISHED BY BODY MANUFACTURERS

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Length (Ins.)	GENERAL DIMENSIONS: Width (Ins.)	GENERAL DIMENSIONS: Height Including Chassis (Ins.)	GENERAL DIMENSIONS: Body Weight (Lbs.)	GENERAL DIMENSIONS: Floor Height Loaded (Ins.)	GENERAL DIMENSIONS: Step Height Loaded (Ins.)	SEATS: Double (No.)	SEATS: Single (No.)	SEATS: Other Capacity	SEATS: Upper Deck (Capacity	SEATS: Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front: Right	DOORS: Front: Left	DOORS: Raar: Right	DOORS: Raar: Left	DOORS: Other (Location)	WINDOWS: Total No.	WINDOWS: No. Movable	WINDOWS: Regulator Make	INTERIOR FINISHINGS: Seats: Make	INTERIOR FINISHINGS: Seats: Upholstery	INTERIOR FINISHINGS: Covering Material: Lining	INTERIOR FINISHINGS: Covering Material: Ceiling	INTERIOR FINISHINGS: Covering Material: Floor	ROOF: Material	Dome Lights: No. and Candle-power	VENTILATORS: Roof: Make	VENTILATORS: Roof: Number	VENTILATORS: Cowl or Hood (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pilar Mirors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Reads	FITTINGS: Seat Hand Holds	FITTINGS: Exterier Finish
Bender Body C-1574A	White....54A	SDC..	41	Ash..	Al...	329¾	96	105	.....	26½	14½	18	..	5	..	20	N	Y	N	N	Y	....	19	17	Own..	Own..	Lea....	Al.....	Al.....	Lin..	Canv...	10–15	N-L..	8	S.	N	TC...	Own...	C..	N	N	N	N	Y	Y	Pyr.
Bender Body... C-891	White.....54	PC...	29	Ash..	Al...	273	96	93	.....	26½	16	12	..	5	..	17	Rf°	Y	Y	N	Y	N	15	12	Tern..	Own..	L-M...	Im.Lea.	Im.Lea.	Lin	Canv..	8–15	N-L..	5	S.	T.	TC...	Own...	C..	Y	Y	N	N	N	N	Pyr.
Bender Body... C-1540	White...240 in.	PC...	29	Ash..	Al...	291	96	107	.....	26½	15¾	12	..	5	..	17	Rr°	Y	Y	N	Y	N	19	16	Own..	Own..	L-M...	Fab....	Al.....	Lin	Canv..	5–15	N-L..	5	S.	T.	TC...	Own...	C..	Y	Y	N	N	N	N	Pyr.
Bender Body... C-1704	White.....65	SDC..	21	Ash..	Al...	210	96	107	.....	25½	14	8	..	5	..	20	No.	Y	N	N	Y	N	11	9	Own..	Own..	Lea....	Al.....	Al.....	Lin	Canv..	6–15	N-L..	4	S.	T.	TC...	Own...	C..	N	N	N	Y	Y	Y	Pyr.
Fitz-John.....D-14	Reo.....FB156	PC...	14	Ash..	St...	190¼	75½	88	2700	25½	14	4	2	4	N	13	Rf..	Y	N	N	Y	N	11	8	CS...	Kam..	Lea....	Lea....	Lea....	Lin	OD....	6–21	N-L	2	H	N	N..	Kysor.	C..	N	N	N	N	N	N	Pyr.
Fitz-John.....L-21	Reo.....FB179	PC...	21	Ash..	St...	220¾	93½	105	5100	26	15¾	8	N	5	N	14	Rf°	Y	N	N	Y	N	13	12	CS...	Karp..	Lea....	Mas....	Lea....	Lin	OD....	11–21	N-L	4	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....SL-25	Studebaker .111	PC...	25	Ash..	St...	262½	93½	102	5300	25½	14	10	N	5	N	14	Rf°	Y	N	N	Y	N	15	14	CS...	Karp..	Lea....	Mas....	Lea....	Lin	OD....	14–21	N-L	4	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....SK-21	Studebaker .99°	SDC.	21	Ash..	St...	216¾	90	104	3700	25½	14	8	N	5	N	20	N	Y	N	N	Y	N	13	11	.....	H-K..	Lea....	St.....	Mas....	Lin	OD....	6–21	N-L	2	C.	N	N....	Kysor.	PB..	N	N	N	Y	N	Y	Pyr.
Fitz-John.....WB29	White...227 in.	SDC.	29	Ash..	St...	271¼	96	108	5100	24½	14	12	N	5	N	22	N	Y	N	N	Y	N	17	15	.....	H-K..	Lea....	St.....	Mas....	Lin	OD....	8–21	N-L	3	C.	N	N....	Kysor.	PB..	N	N	N	Y	Y	Y	Pyr.
Fitz-John.....CB29	ACF.....508	SDC.	29	Ash..	St...	271¼	96	104	5100	24½	14	12	N	5	N	22	N	Y	N	N	Y	N	17	15	.....	H-K..	Lea....	St.....	Mas....	Lin	OD....	8–21	N-L	3	C.	N	N....	Kysor.	PB..	N	N	N	Y	Y	Y	Pyr.
Fitz-John.....ML25	Mack....AB230	PC...	25	Ash..	St...	273	96	105	6000	25	14½	10	N	5	N	16½	Rf°	Y	N	N	Y	N	15	14	CS...	Kam..	Lea....	Mas....	Mas....	Lin	OD....	13–21	N-L	4	C.	N	H....	Own...	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....S42	Reo.....FD164	SDC.	42	Ash..	St...	204½	92½	76	3400	29	17	N	N	42	N	13	N	Y	N	N	N	RC.	13	11	.....	Own..	Lea....	None..	None	None	OD....	3–21	N-L	2	N	T.	N....	Kysor.	N	N	N	N	N	N	Pyr.
Fitz-John.....WL21	White...65-180	PC...	21	Ash..	St...	229¾	96	105	5200	24½	14	8	N	5	N	16½	Rf°	Y	N	N	Y	N	13	12	CS...	Karp..	Lea....	Mas....	Lea....	Lin	OD....	11–21	N-L	4	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....WL25	White...54-227	PC...	25	Ash..	St...	262½	96	105	5800	24½	14	10	N	5	N	16½	Rf°	Y	N	N	Y	N	15	14	CS...	Karp..	Lea....	Mas....	Lea....	Lin	OD....	13–21	N-L	4	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....WL29	White...54-240	PC...	29	Ash..	St...	294½	96	105	7300	24½	14	12	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Karp..	Lea....	Mas....	Lea....	Lin	OD....	16–21	N-L	5	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....WB25	White..65-180	SDC.	25	Ash..	St...	233½	96	104	4600	24½	14	10	N	5	N	22	N	Y	N	N	Y	N	13	11	.....	H-K..	Lea....	St.....	Mas....	Lin	OD....	6–21	N-L	3	C.	N	N....	Kysor.	PB..	N	N	N	Y	Y	Y	Pyr.
Fitz-John.....ML29	Mack..AB230½	PC...	29	Ash..	St...	294½	96	105	7300	24½	14	12	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Kam..	Lea....	Mas....	Lea....	Lin	OD....	16–21	N-L	5	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....CL29	ACF...175-240	PC...	29	Ash..	St...	294½	96	105	7300	24½	14	12	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Karp..	Lea....	Mas....	Lea....	Lin	OD....	16–21	N-L	5	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....ML33	Mack..BK-265	PC...	33	Ash..	St...	327	96	105	7650	24½	14	14	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Kam..	Lea....	Mas....	Lea....	Lin	OD....	18–21	N-L	5	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Fitz-John.....CL33	ACF...175-264	PC...	33	Ash..	St...	327	96	105	7650	24½	14	14	N	5	N	16½	Rf°	Y	N	N	Y	N	17	16	CS...	Karp..	Lea....	Mas....	Lea....	Lin	OD....	18–21	N-L	5	C.	N	H....	Kysor.	C..	N	Y	N	N	N	N	Pyr.
Flxible.....30-17-DL	Buick...203 in.	PC...	17	Oak..	St...	276	77	88	3310	23	14	4	4	5	N	14	Rf°	Y	Y	Y	N	EL.	13	12	Tern..	Kam..	Lea....	Lea....	Fab....	Lin	Pon..	8–12	Ad-L.	2	N	T.	N....	Own...	C..	Y	N	N	N	N	N	Pyr.
Flxible.....30-14-DL	Buick...172 in.	PC...	14	Oak..	St...	245	77	88	3012	23	14	3	3	5	N	14	Rr°	Y	Y	Y	N	EL.	11	10	Tern..	Kam..	Lea....	Lea....	Fab....	Lin	Pon..	6–12	Ad-L.	2	N	T.	N....	Own...	C..	Y	N	N	N	N	N	Pyr.
Flxible.....30-15-S	Buick...203 in.	Sed..	15	Oak..	St...	282	71	81	2631	23	14	N	N	15	N	....	Rf°	Y	Y	N	N	EL.	11	10	Tern..	Own..	Lea....	Lea....	Fab....	Lin	Pon..	3–12	Ad-L.	2	N	T.	N....	Own...	C..	N	N	N	N	N	N	Pyr.
Flxible.....30-12-S	Buick...172 in.	Sed..	12	Oak..	St...	251	71	81	2446	23	14	N	N	12	N	....	Rr°	Y	Y	N	N	EL.	9	8	Tern..	Own..	Lea....	Lea....	Fab....	Lin	Pon..	2–12	Ad-L.	2	N	T.	N....	Own...	C..	N	N	N	N	N	N	Pyr.
Heisers Inc.....	White...54-240	PC...	35	Wood	St...	286	94	102	6500	27	15½	10	1	14	N	14	Rf..	Y	Y	Y	Y	N..	15	12	Tern..	Own..	Lea....	Im.Lea.	Ven....	Lin	Ven..	14–15	N-L	4	C.	N	TC	Trop.	C..	Y	N	N	N	N	N	Pyr.
Heisers Inc.....	Mack.....BK	PC...	35	Wood	St...	288	94	102	6500	31	15½	10	1	14	N	14	Rf..	Y	Y	Y	Y	N	17	12	Tern..	Own..	Lea....	Im.Lea.	Ven....	Lin	Ven..	6–15	N-L	4	N	N	TC..	Trop.	C..	N	N	N	N	N	N	Pyr.
Heisers Inc.....	White.....65	SDC.	25	St....	St...	234¼	96	107	4500	26½	15½	10	N	5	N	16	Rr..	Y	N	N	N	N	15	12	Rex...	Own..	Lea....	....	Ven....	Lin	Ven..	8–15	N-L	3	N	N	TC..	Own...	PB..	Y	N	N	N	Y	Y	Pyr.
Heisers Inc.....	White.....60	PC...	13	Wood	St...	176	74	91	2600	27	15	3	3	4	N	14	Rf..	Y	Y	Y	Y	N	11	10	Tern..	Own..	Lea....	Im.Lea.	Im.Lea.	Lin	Ven..	6–15	N-L	3	N	N	TC..	Own...	C..	N	N	N	N	N	N	Pyr.
Heisers Inc.....	White.....53	SDC.	21	St....	St...	215	90	105	.....	27	15½	8	N	5	N	12	N	Y	N	N	N	N	9	....	.....	....	Own..	Lea....	Im.Lea.	Ven....	Lin	Ven..	6–15	N-L	3	N	N	TC..	None...	C..	N	N	N	Y	Y	Y	Pyr.
Heisers Inc.....	Studebaker..75	SDC.	21	Wood	St...	186	88½	107	.....	27	15½	8	N	5	N	16	N	Y	N	N	N	N	11	9	Rex...	Own..	Lea....	Ven....	Ven....	Lin	Ven..	8–15	N-L	3	N	N	TC..	Own...	PB..	N	N	N	Y	Y	Y	Pyr.
Heisers Inc.....	White.....53	PC...	19	Wood	St...	182	84	92	.....	29	16½	2	11	4	N	20	Rf..	Y	N	N	N	N	11	10	Tern..	Own..	Lea....	Im.Lea.	Im.Lea.	Lin	Ven..	6–15	N-L	3	N	N	TC..	Own...	C..	N	N	N	N	N	N	Pyr.
Hicks.....	School Bus....	SDC.	....	Oak..	St...	St..	72	.....	1250	.....	.....	.....	.....	.....	.....	.....	.....	Y	N	N	RC.	.....	.....	....	Own	Own	Fabd..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hicks.....	School Bus....	SDC.	....	Oak..	St...	192	84	.....	1550	.....	.....	.....	.....	.....	.....	.....	.....	Y	N	N	RC.	.....	.....	....	Own	Own	Fabd..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lang.....690-1	General MotorZ	SDC..	39	.....	Al...	363½	95½	106	7127	26	13½	16	1	6	N	20	N	Y	N	N	Y	....	19	16	A&W	H-W..	Lea....	Metal..	Hask..	Flex..	Canv...	10–21	N-L	6	S.	A.	.....	N-L...	PB..	N	N	N	Y	Y	Pyr.
Lang.....696-3A	White.....54-A	SDC.	41	.....	Al...	391	96	110	7650	26¾	15½	18	1	5	N	18½	N	Y	N	N	Y	N	19	17	A&W	H-K..	Lea....	Metal..	Hask..	Flex..	Canv...	10–21	N-L	8	S.	N	TC	E-M...	PB..	N	N	N	Y	Y	Pyr.
Lang.....746-1	Mack.....AL	SDC.	29	.....	Al...	349½	91	106	5453	27⅞	14⅞	12	1	5	N	17½	N	Y	N	N	Y	N	17	15	A&W	H-W..	Lea....	Metal..	Hask..	Flex..	Canv...	8–21	N-L	6	N	N	TC.	Trop.	PB..	N	N	N	Y	Y	Pyr.
Lang.....756	White.....65	SDC.	21	Wood	Al...	284	96	107	4480	26	15	8	1	5	N	18	N	Y	N	N	Y	N	13	11	A&W	H-K..	Lea....	Metal..	Hask..	Lin	Canv..	6–21	N-L	4	S.	N	QS°..	N-L...	PB..	N	N	N	N	Y	Pyr.
Lang.....700-2	General Motor Z	PC...	33	.....	Al...	377	95½	108	4300	27¾	15¼	12	3	5	N	12	Rf°	Y	N	N	Y	N	17	14	Edw°	Own	Lea....	Im.Lea.	Hask..	Lin	Canv..	5–21	N-L	5	S.	N	TC°..	N-L...	C..	N	N	N	N	N	Pyr.
Lang.....700-3	General Motor Y	PC...	29	.....	Al...	355	95¾	102	7206	25⅜	15	12	N	5	N	12	Rf°	Y	N	N	Y	N	17	14	Tern..	Own	Lea....	Im.Lea.	Hask..	Lin	Canv..	5–21	N-L	5	N	N	QS°..	N-L...	C..	N	N	N	N	N	Pyr.
Lang.....738-2	C.H.Will...GN	PC...	33	.....	Al...	380	96	104	6440	27	15	14	N	5	N	12	Rf°	Y	N	N	Y	N	19	16	Edw°	Karp.	Lea....	Im.Lea.	Hask..	Lin	Canv..	4–21	N-L	4	N	N	TC.	Trop.	C..	N	Y	N	N	N	Pyr.
Lang.....741	White.....65	PC...	25	Wood	Al...	289	95½	106	5080	26	16	8	5	5	N	16	Rf°	Y	N	N	Y	N	15	12	Tern..	Own	Lea....	Im.Lea.	Hask..	Lin	Canv..	4–21	N-L	4	S.	N	TC°	N-L...	C..	N	N	N	N	N	Pyr.
Wayne Works.....20	Any.....	SB...	47°	H-O°..	St...	130°	66	60°	1250°	Var.	.....	.....	.....	.....	N	31°	Rf..	Y	N	N	N	RC.	10°	7°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	N	N	N	N	N	N	Pyr.
Wayne Works.....20	Any.....	PC°..	....	H-O°..	St...	285°	66	60°	1325°	Var.	.....	.....	.....	N	N	12	Rf..	Y	N	N	N	RC.	20°	17°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	PB..	N	N	N	N	N	Pyr.
Wayne Works.....20	Any.....	TH...	4°	H-O°..	St...	130°	66	60°	1440°	Var.	.....	.....	.....	.....	.....	.....	.....	Y	N	N	N	RC.	10°	7°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	PB..	N	N	N	N	N	Pyr.
Wayne Works.....20	Any.....	.....	....	H-O°..	St...	Var.	66	60°	1185°	Var.	.....	.....	.....	.....	.....	.....	.....	Y	N	N	N	RC.	20°	17°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	PB..	N	N	N	N	N	Pyr.
Wayne Works.....60	Any.....	SB...	58°	H-O°..	St...	Var.	82	60°	1395°	Var.	.....	.....	.....	.....	N	12	Rf..	Y	N	N	N	RC.	10°	7°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	N	N	N	N	N	N	Pyr.
Wayne Works.....60	Any.....	SDC°.	12°	H-O°..	St...	Var.	82	60°	1485°	Var.	.....	6°	N	N	N	12	Rf..	Y	N	N	N	RC.	20°	17°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	PB..	N	N	N	N	N	Pyr.
Wayne Works.....60	Any.....	TH...	12°	Ash..	St...	Var.	82	60°	3160°	Var.	.....	.....	.....	.....	.....	.....	.....	Y	N	N	N	RC.	10°	7°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	N	N	N	N	N	N	Pyr.
Wayne Works.....60	Any.....	.....	....	Ash°.	St...	Var.	82	60°	1325°	Var.	.....	.....	.....	.....	.....	.....	.....	Y	N	N	N	RC.	20°	17°	Dura.	Own	Im.Lea.	Plyw..	Plyw..	Lin	OD....	2°–15	Own	2°	N	N	UW...	Chan...	N	N	N	N	N	N	Pyr.
***Weather Proof**	Reo.....GB 175	Sed...	....	St....	St...	224	78	83	2400	26½	16½	.....	2	N	N	....	Rr.	Y	Y	Y	Y	R..	14	14	.....	Own	Lea....	Im.Lea.	Im.Lea.	Lin	Lea..	6–21	Linco.	2	N	N	N..	Own...	PB..	N	N	N	N	Y	Y	Pyr.
***Weather Proof**	G.M.C.....175	SDC.	22	Ash..	St...	198	88	102	3200	26½	17	10	1	1	N	....	N	Y	N	N	Y	N	15	14	.....	Own	Lea....	Ven....	Ven....	Lin°	OD....	6–21	Linco.	2	N	N	N..	Own...	PB..	N	N	N	Y	Y	Y	Pyr.
***Weather Proof**	Reo.....GB 175	Sed...	....	Ash..	St...	221	78	85	2800	26½	16½	.....	2	1	N	....	Rr.	Y	Y	Y	Y	R..	12	10	Tern..	Own	Lea....	Im.Lea.	Im.Lea.	Lin	Lea..	6–21	N-D.	2	H	N	N..	Own...	PB..	N	Y	N	N	N	Y	Pyr.
***Weather Proof**	Republic..205½	PC...	26	Ash..	Al...	256	90	94	3600	27	15	11	3	1	N	16	Rf.	Y	Y	Y	N	N	12	10	Tern..	.....	Lea....	Im.Lea.	Vel....	Lin	OD....	8–21	N-L	4	S.	A.	N....	Petry...	PB..	Y	Y	N	N	N	Y	Pyr.
Whitfield Pay Enter...	Brockway....H	SDC.	25	A-O...	St...	242	90	104°	3800	28	15	10	N	5	N	18	Opt.	Y	N	N	Y	N	.....	.....	.....	.....	Lea....	Im.Lea.	Im.Lea.	Lin	Canv..	6–21	N-L	4	S.	A.	N....	N-L...	C..	N	N	N	N	N	Y	Pyr.
Whitfield Chair Car...	Mack.....AL	PC...	29	A-O...	St...	284½	90	106°	4200	24	12½	12	N	5	N	11	Opt.	Y	N	N	Y	N	.....	.....	.....	.....	Lea....	Im.Lea.	Im.Lea.	Lin	Canv..	8–21	N-L	6	S.	A.	N....	N-L...	C..	Y	N	N	N	Y	Y	Pyr.
Whitfield Chair Car...	Larrabee 8X-31	PC...	21	A-O...	St...	222°	90	99°	3600	26	13	8	N	5	N	14	Opt.	Y	N	N	Y	N	.....	.....	.....	.....	Lea....	Im.Lea.	Im.Lea.	Lin	Canv..	6–21	N-L	4	S.	A.	N....	N-L...	C..	Y	N	N	N	Y	Y	Pyr.
Whitfield Chair Car...	Mack.....BB	PC...	21	A-O...	St...	207	90	100°	3500	26	13	8	N	5	N	14	Opt.	Y	N	N	Y	N	.....	.....	.....	.....	Lea....	Im.Lea.	Im.Lea.	Lin	Canv..	6–21	N-L	4	S.	A.	N....	N-L...	C..	Y	N	N	N	Y	Y	Pyr.
Whitfield.....612	Brockway..148°	SB...	38	A-O...	St...	174	76	98	2200	31	17	N	N	38	N	N	N..	Y	N	N	Y	N	12	9	Edw..	Own	Im.Lea.	Im.Lea.	Plyw..	None	Fab..	4–21	Limco.	2	N	N	TC...	Own...	N..	N	N	N	N	N	N	Pyr.
Whitfield.....613	Broakway..165°	SB...	42	A-O ..	St...	192	76	98	2400	31	17	N	N	42	N	N	N..	Y	N	N	Y	N	12	9	Edw..	Own	Im.Lea.	Im.Lea.	Plyw..	None	Fab..	4–21	Limco.	2	N	N	TC...	Own...	N..	N	N	N	N	N	N	Pyr.
Whitfield.....616	Brockway..175°	SB...	56	A-O...	St...	192	94	101	2650	32	18	N	N	56	N	N	N..	Y	N	N	Y	N	14	11	Edw..	Own	Im.Lea.	Im.Lea.	Plyw..	None	Fab..	4–21	Limco.	3	N	N	TC...	Own...	N..	N	N	N	N	N	N	Pyr.
Whitfield.....617	Brockway..180°	SB...	66	A-O...	St...	216	94	101	2875	32	18	N	N	66	N	N	N..	Y	N	N	Y	N	14	11	Edw..	Own	Im.Lea.	Im.Lea.	Plyw..	None	Fab..	4–21	Limco.	3	N	N	TC...	Own...	N..	N	N	N	N	N	N	Pyr.

BODIES FURNISHED BY CHASSIS MANUFACTURERS

General Motors....W	Yellow......W	PC...	17	Ash...	A&S.	218½	84	94¾	......	25	13⅝	4	4	5	N	16	Rf..	Y	N	Y	Y	N..	11	10	Tern..	......	Lea....	Moh...	Vel....	Lin..	Im.Lea.	8–21	N-L..	3	S.	A.	N....	N-L...	C...	N	N	N	N	N	Pyr.
General Motors....W	Yellow......W	SDC..	21	Ash...	Al...	218½	90	103¾	......	25¼	13⅝	8	N	5	N	17⅞	N..	Y	N	N	Y	N..	12	11	......	......	Lea....	FiBd...	Plyw...	......	Im.Lea.	8–21	N-L..	3	S.	A.	N....	N-L...	PB..	N	N	N	Y	Y	Pyr.
General Motors....W	Yellow......W	Obs...	21	Ash...	A&S.	230¾	90	102	......	25	13⅝	8	N	5	N	12	Rf°.	Y	N	Y	Y	N..	13	10	Tern..	......	Lea....	Im.Lea.	Plyw...	Lin..	Im.Lea.	8–	N-L..	4	S.	A.	AWw.	N-L...	C...	N	N	N	N	N	Pyr.
General Motors....Y	Yellow......Y	Obs...	29	Ash...	Al...	285½	96	102½	......	24½	15¼	12	N	5	N	13	Rf°.	Y	N	Y	Y	N..	15	12	Tern..	......	Lea....	Im.Lea.	Plyw...	Lin..	Im.Lea.	16–	N-L..	4	S.	A.	AWw.	N-L...	C...	N	Y	N	N	N	Pyr.
General Motors..Z-29	Yellow...Z-200	......	29	Ash...	Al...	263⅝	90	105⅛	......	26⅞	14⅝	12	N	5	N	15¼	N..	Y	N	N	Y	N..	14	13	......	......	Lea....	Lea....	Plyw...	Lin..	OD....	10–21	N-L..	3	N	A.	N....	Own...	C...	N	N	N	N	Y	Pyr.
General Motors..Z-33	Yellow...Z-230	SDC..	33	Ash...	Al...	286	94¾	105 11/16	......	26 11/16	15⅝	14	N	5	N	15½	N..	Y	N	N	Y	N..	16	15	......	......	Lea....	Ven....	Plyw...	Lin..	OD....	10–21	N-L..	4	N	A.	N....	Own...	PB..	N	N	N	N	Y	Pyr.
Graham Brothers..880	Dodge.........	SDC..	21	Oak...	St...	199½	86	105	3255	28½	16	10	1	N	N	18½	N..	Y	N	N	N	RC.	12	9	Tern..	Own..	Lea....	Plyw...	En....	hdwd	Hask...	6–21	E&M.	3	N	T.	TC...	N-L...	C...	N	N	N	Y	Y	Pyr.
Graham Brothers..881	Dodge.........	PC...	16	Oak...	St...	189	77	99	2900	28½	16	5	6	N	N	12	Rf..	Y	N	N	N	RC.	9	7	Tern..	Kam..	Lea....	Fabd...	Fabd...	Lin..	Wood..	6–21	E&M.	3	N	S.	TC...	N-L...	C...	Y	Y	N	N	N	Pyr.
Motor Transit........	Own....253 in.	SDC..	41	Ash...	St...	365	96	113	4462	30¾	16¼	14	8	5	N	16	Rf°.	Y	N	N	Y	N..	17	17	Tern..	Own..	Lea....	Al.....	......	Lin..	OD....	8–21	N-L..	2	N	A.	N....	Kysor..	PB..	Y	N	N	Y	Y	Pyr.
Studebaker..........	Own.......111	PC...	25	HdWd	St...	262¼	94	101½	5300	26	14¼	10	N	5	N	14	Rf°.	Y	N	N	Y	N..	19	16	Dura..	Karp..	Lea....	M&F..	M&F..	Lin..	Canv...	4–21	N-L..	4	S.	S.	UW...	Kysor..	C...	Y	Y	N	N	N	Pyr.
Studebaker..........	Own.....88,99	PC...	22	HdWd	St...	220	90	103	3700	27¼	14¼	8	1	5	N	12	Rf..	Y	Y	N	Y	N..	17	14	Dura..	Sup...	Moh°..	Im.Lea°	Moh...	Lin..	....	6–21	Lima..	3	N	A.	UW°..	Kysor..	C...	Y	Y	N	N	N	Pyr.
Studebaker..........	Own........99	SDC..	21	HdWd	St...	216	90	103¾	3200	27	14¼	8	N	5	N	20½	N..	Y	N	N	Y	N..	16	13	Edw..	H-K..	Lea....	St.....	M&F..	Lin..	Canv...	6–21	N-L..	2	N	S.	UW...	Kysor..	PB..	N	N	N	Y	Y	Pyr.
C.H.Will........CS-1	Own...NT-239	PC...	33	A-D..	St...	337½	95	109	......	29	17	14	N	5	N	14	Rr°.	Y	N	N	Y	N..	14	14	Tern..	Eck...	M&L..	Moh°..	Vel....	Lin..	Canv...	3–15	None.	N	H	N	UW...	Trop...	C...	N	Y	N	Y	N	Pyr.
C.H.Will........CQ-1	Own...NT-239	PC...	29	A-D..	St...	337½	95	109	......	29	17	12	N	5	N	14	Rf°.	Y	N	N	Y	N..	14	14	Tern..	Karp°	M&L..	Lea°...	Hask...	Lin..	Canv...	3–15	None.	N	H	N	UW...	Trop...	C...	N	Y	N	Y	Y	Pyr.
C.H.Will........CP-1	Own...GN-249	PC...	31	A-D..	Al...	315½	95	109	......	29	17	13	N	5	N	14	Rf°.	Y	N	N	Y	N..	14	14	Tern..	Eck°..	M&L..	Car°..	Hask...	Lin..	Canv...	3–15	N-L..	3	H	N	UW...	Trop...	C...	N	Y	N	Y	N	Pyr.
C. H. Will.....EW-1	Own...NT-239	PC...	33	A-D..	St...	300	85	104	......	29	17	14	N	5	N	14	N..	Y	N	N	N	N..	11	11	Tern..	Eck...	Lea....	Im.Lea.	Kraft..	Lin..	Canv...	6–15	N-L..	8	N	N	UW...	Trop...	C...	N	Y	N	N	Y	Pyr.

ABBREVIATIONS:

°—Others also
*—1929 Specifications
A-D—Ash and Duralium
Al—Aluminum
A-O—Ass and Oak
A&S—Aluminum and Steel
AW—Above Windshield
A&W—Adams and Westlake
AWw—Above Window
C—Cord
Canv—Canvas
Car—Carpet
CS—Ackerman-Blaesser-Fezzey
DDC—Double Deck City
Eck—Eckland Bros.
Edw—Edwards
EL—Emergency left
E-M—Evans-Mueller
En—Enamel
E&M—English and Mersick
Fab—Fabric
Fabd—Fabrikoid
FiBd—Fibre Board
Flex—Flexolith
H—Hood
Hask—Haskelite
H-K—Hale & Kilburn
HdWd—Hardwood
H-W—Heywood-Wakefield.
Im.Lea—Imitation Leather
Kam—Kameo
Karp—Karpen
Kraft—Krafthyde
Lea—Leather
Lin—Linoleum
L-M—Leather or Mohair
Mas—Masonite
M&F—Metal and Fibre
Moh—Mohair
N—None or No
N-L—Nichols-Linters
Obs—Observation Type
OD—Oiled Duck
Opt—Optional
O&S—Oak and Steel
PB—Push Buttons
PC—Parlor Car
Plym—Plymetl
Plyw.—Plywood
Pon—Pontop
PS—Pressed Steel
Pyr—Pyroxylin
P&V—Paint and Varnish
Q.L.—Quarter Lights
Q.S.—Quarter Shield
R—Right
RC—Rear Center
RCF—Rubber Coated Fabric
RiC—Right Center
Rf—Roof
Rr—Rear
Rub—Rubber
S—Side
SB—School Bus
SDC—Single Deck City
Sed—Sedan
St—Steel
Sup—Superior Body Co.
T—Through
T.C.—Top of Cowl
Tern—Ternstedt
Trop—Tropic Air
TW—Through Windshield
U—Under
US—Under Seats.
UW—Under Windshield
Var—Various
Vel—Velour
Ven—Veneer
Y—Yes

1929 Motor Vehicle Fatalities

THE National Safety Council announces an estimated total of 31,500 fatal motor vehicle accidents in 1929, an increase of 12.6 per cent from 1928 when there were 27,966 deaths, according to United Census Bureau reports. The rate per 100,000 population increased from 23.3 to 26.0 or 11.5 per cent; per 100,000 cars registered, from 101.7 to 106.6, or 4.8 per cent. The increase was slightly greater in urban than in rural states. This total of 31,500 includes all accidents involving automobiles, trucks and motorcycles.

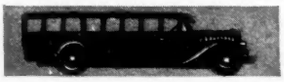
The estimate was made possible by the cooperation of state registrars of vital statistics. Thirty-nine states and the District of Columbia made reports.

In most cases the data covered less than the full year, and in all cases the 1929 figures are provisional. The exact total for 1929 indicated by these reports exceeds the 1928 total by only 11 per cent, but the estimate is increased to 12.6 per cent and hence to 31,500 because detailed investigation of death certificates often results in an increase in the number classified as motor vehicle deaths and because other available data indicate a change even greater than 13 per cent.

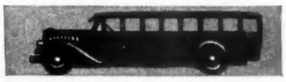
Reports of Registrars of Vital Statistics
Data are provisional and subject to revision

State	Period Covered Months	Motor Vehicle Deaths 1929	Motor Vehicle Deaths 1928	Per Cent Change
Total†	..	20,938	18,862	+11.0
Alabama	11	408	322	+26.7
Arkansas	10	190	..	...
California	9	1,595	1,325	+20.4
Connecticut	11	403	389	+ 3.6
Delaware‡	11	62	67	− 7.4
Dist. of Columbia	12	112	120	− 6.7
Florida*	11	418	358	+16.7
Idaho*	11	70	67	+ 4.5
Illinois	11	1,769	1,809	− 2.2
Indiana	11	974	864	+12.6
Iowa*	11	366	306	+19.6
Kansas	11	403	...	...
Kentucky*	11	324	301	+ 7.6
Louisiana	10	366	339	+ 8.0
Maine*	11	124	103	+20.4
Maryland*	12	382	342	+11.7
Massachusetts	6	327	295	+10.9
Michigan	11	1,388	1,265	+ 9.7
Minnesota*	11	445	382	+16.5
Mississippi	9	265	258	+ 2.7
Montana	11	114	134	−14.9
Nebraska	8	165	132	+25.0
Nevada	12	38	25	+52.0
New Jersey	11	1,113	966	+15.2
New Mexico	11	73	...	...
New York	11	2,811	2,405	+16.9
North Carolina	12	614	596	+ 3.0
North Dakota	11	93	94	− 1.1
Ohio	10	1,775	1,509	+17.6
Oklahoma	12	441	395	+11.6
Oregon	11	215	244	−11.9
Pennsylvania	10	1,803	1,624	+11.0
Rhode Island‡	11	118	122	− 3.3
South Carolina	11	301	208	+44.7
South Dakota*	11	81	102	−20.6
Tennessee*	10	366	298	+22.8
Vermont*	11	57	62	− 8.1
Virginia*	11	383	370	+ 3.5
Wisconsin	11	581	608	− 4.4
Wyoming*	12	71	56	+26.8

* Excludes collisions with trains and street cars, and motorcycle accidents.
‡ Data from Motor Vehicle Commission; not available at Department of Health.
† Totals exclude states for which 1928 data were not available.



BRITISH MOTOR BUS CHASSIS

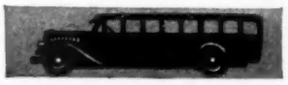


MAKE	GENERAL								ENGINE					TRANSMISSION			REAR AXLE			BRAKES		DIMENSIONS		
		Weight				Tires Type and Size					Fuel System				Gearset							Overall		
	Seating Capacity	Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Front (Ins.)	Rear (Ins.)	Number of Wheels	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Location	Number of Forward Speeds	Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Frame Height (Ins.)	Length (Ft. and Ins.)	Width (Ft. and Ins.)
A.E.C*.	32	6720	4480	192	73	P-38x8	P-38x8d	4	6-3 1/8x4 1/8	I.	Sol	V	M	Co	Sep	4	F.F.	Wo	6.25	Fw	Vac	24 3/4	25-9	7-4
A.E.C.*.	35	7060	4480	204	76	P-38x8	P-38x8d	4	6-3 1/8x4 1/8	I.	Sol	V	M	S.P	Eng	4	1/2 Fl	Wo	5.2	Fw	Vac	21 1/2	27-0	7-5
A.E.C.*.	52	7280	5820	186	76	P-36x8	P-36x8d	4	6-3 1/8x4 1/8	I.	Sol	V	M	S.P	Eng	4	1/2 Fl	Wo	7.3	Fw	Vac	21	25-0	7-6
A.E.C.*.	54	9300	6720	198	76	P-36x8	P-36x8	6	6-3 1/8x4 1/8	I.	Sol	V	M	S.P	Eng	4	1/2 Fl	Wo	8.3	Rw	Vac	21	26-10	7-4
A.J.S.*.	26	5820	3140	186	71	P-36x6	P-36x6d	4	6-3 1/4x4 3/4	I.	Zen	V	M	MD	Eng	4	F.F.	Wo	7.0	Fw	Vac	23 1/2	22-8	7-4
A.J.S.*.	32	6945	4480	198	72	P-36x6	P-36x6d	4	6-3 7/8x5	L.	Sol	V	M	MD	Eng	4	F.F.	Wo	6.5	Fw	Vac	23 1/2	25-4	7-4
Albion.	29	5820	3000	195	69	P-36x6	P-36x6d	4	4-4 1/8x4 3/4	L.	Zen	G	M	S.P	Sep	4	F.F.	Wo	5.7	T & Rw	DM	23 3/4	25-0	7-0
Albion*.	32	7220	3360	195	67	P-38x7	P-38x7d	4	6-3 7/8x5	L.	Zen	V	M	S.P	Sep	4	F.F.	Wo	6.25	Fw	Vac	24 3/4	25-8	7-0
B.A.T.	20	4700	2800	168	62	P-32x6	P-32x6d	4	6-3 3/8x4	L.	Zen	V	B	S.P	Eng	4	F.F.	Sp	5.8	Fw	Hyd	24	21-0	6-5
B.A.T.	32			198	70	P-38x7	P-38x7d	4	8-3 1/4x4 1/2	L.	Zen	V	B	S.P	Eng	4	F.F.	Wo		Fw	Hyd	21	25-9	7-1
Bean.	20	3360	2000	133	56	P-32x6	P-32x6d	4	4-3x5 1/8	L.	Sol	G	M	S.P	Sep	4	F.E.	Wo	6.5	Rw	DM	27	16-4	6-0
Bristol*.	32	7840	3360	192	74	P-34x7	P-34x7d	4	4-4 1/2x5 3/4	L.	Cla	V	M	S.P	Sep	4	F.E.	Wo	5.4	Rw	Vac	24	25-2	7-5
Bristol*.	32	8170	3360	192	74	P-34x7	P-34x7d	4	6-4x5	L.	Cla	V	M	S.P	Sep	4	F.E.	Wo	6.5	Fw	Vac	24	25-2	7-5
Bristol*.	60	10650		228	73	P-36x8	P-36x8	6	6-4 1/2x5 1/2	I.	Cla	V	M	S.P	Eng	4	F.E.	Wo	7.5	Sw	Air	23	29-0	7-5
Clyde.	20	4150	2800	168	57	P-36x6	P-36x6d	4	4-4x5 1/4	L.	Zen	V	M	M D	Sep	4	1/2 Fl	Wo	6.5	Rw	DM	30	19-6	6-6
Clyde.	26	6050	4000	198	70	P-36x6	P-36x6d	4	6-3 3/4x5	L.	Zen	V	B	MD	Eng	4	F.E.	Wo	6.0	Fw	Vac	24	24-3	7-6
Commer.	20	3800	2580	162	63	P-33x5	P-33x5d	4	6-3 1/8x4 1/2	F.	Sol	Pu	B	S.P	Eng	4	F.E.	Wo	5.8	Fw	Vac	24	21-1	6-9
Commer*.	48	6720	5600	196	74	P-36x7	P-36x7d	4	6-4 1/8x5 1/2	L.	Sol	Pu	M	S.P	Eng	4	F.E.	Wo	6.25	Fw	Vac	24	26-0	7-5
Crossley*.	32	7050	6160	199	71	P-38x7	P-38x7d	4	4-4 3/8x5 1/2	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.25	Fw	Vac	23	25-6	7-4
Crossley*.	32	7070	5600	199	71	P-38x7	P-38x7d	4	6-4x5 1/2	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.25	Fw	Vac	23	25-6	7-4
Crossley*.	50	7500	5040	199	74	P-36x8	P-38x9d	4	6-4x5 1/2	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.5	Fw	Vac	22	25-0	7-6
Daimler*.	32	6950	3590	208	71	P-38x8	P-38x8d	4	6-3 7/8x5 1/8	Sl.	Sol	V	B	S.P	Sep	4	F.E.	Wo	6.25	Fw	Vac	24	27-6	7-2
Daimler*.	52	7040	5040	195	71	P-38x8	P-36x7d	4	6-3 7/8x5 1/8	Sl.	Sol	V	B	S.P	Sep	4	F.E.	Wo	8.25	Fw	Vac	24	26-0	7-2
Dennis.	20	4150	2240	146	60	P-33x5	P-33x5d	4	4-3 3/8x4 3/4	I.	Cla	V	M	Co	Eng	4	F.E.	Wo	6.75	Fw	Vac	21	18-7	6-6
Dennis.	20		2240	159	62	P-33x5	P-33x5d	4	6-3 3/8x4 3/4	I.	Cla	Pu	M	Co	Eng	4	F.E.	Wo	5.6	Fw	Vac	21 1/2	20-7	6-9
Dennis*.	32	7300		198	71	P-38x7	P-38x7d	4	4-4 3/8x5 7/8	L.	Cla	V	M	S.P	Sep	4	F.E.	Wo	7.75	Fw	Vac	26	25-4	7-2
Dennis*.	32	6620		198	75	P-38x8	P-38x8d	4	6-3 1/8x5 1/2	I.	Cla	V	M	S.P	Eng	4	F.E.	Wo	5.75	Fw	Vac	24	25-4	7-6
Dennis*.	52	7500		198	78	P-38x7	P-38x7d	4	4-4 3/8x5 7/8	L.	Cla	V	M	Co	Sep	4	F.E.	Wo	8.75	Fw	Vac	24	25-0	7-6
Gilford.	32	6950	5040	200	75	P-36x7	P-36x7d	4	6-3 1/16x5	L.	Zen	V	M	MD	Eng	4	F.E.	Wo	6.0	Fw	Vac	25	25-7	7-4
Guy.	20	4000	2020	157	57	P-33x5	P-33x5d	4	4-3 1/2x5 1/8	I.	Zen	V	M	S.P	Eng	4	F.E.	Wo	5.4	Fw	Vac	24	18-9	6-4
Guy.	26	5710	3800	183	70	P-32x6	P-32x6d	4	4-4x5 1/2	L.	Sol	V	M	Co	Sep	4	F.E.	Wo	7.5	Fw	Vac	22	23-5	7-0
Guy*.	30	5930	4200	199	70	P-32x6	P-32x6d	4	4-4 1/4x5 1/2	L.	Sol	V	M	Co	Sep	4	F.E.	Wo	7.5	Fw	Vac	24	25-0	7-0
Guy*.	35	7500	3050	199	70	P-34x7	P-34x7d	4	6-4x5 1/2	L.	Sol	V	M	S.P	Sep	4	F.E.	Wo	5.2	Fw	Vac	23	25-0	7-0
Guy*.	40	8960	4000	230	74	P-34x7	P-34x7	6	6-4x5 1/2	L.	Sol	V	M	S.P	Sep	4	F.E.	Wo	7.5	Rw	Vac	23	29-10	7-6
Guy*.	52	7200	4480	199	74	P-34x7	P-34x7d	4	6-4 1/4x5 1/2	L.	Sol	V	M	S.P	Sep	4	F.E.	Wo	6.25	Fw	Vac	23	25-6	7-6
Guy*.	72	9200	5000	230	74	P-36x8	P-36x8	6	6-4 1/4x5 1/2	L.	Sol	V	M	S.P	Sep	4	F.E.	Wo	8.75	Rw	Vac	24	29-10	7-6
Halley.	24	4800	3360	171	63	P-32x6	P-32x6d	4	4-3 3/4x5	L.	Sol	V	M	S.P	Eng	4	1/2 Fl	Wo	6.0	T & Rw	DM	29	21-2	6-9
Halley*.	32	6950	3920	195	74	P-36x6	P-36x6d	4	4-4 3/8x5	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.5	Fw	Vac	24	25-6	7-3
Halley*.	36	7050	3920	204	74	P-36x6	P-36x6d	4	6-3 1/16x5 1/2	L.	Sol	V	M	MD	Eng	4	F.E.	Wo	6.0	Fw	Vac	24	27-0	7-3
Halley*.	40	8300	4480	222	73	P-34x7	P-34x7	6	6-3 1/16x5 1/2	L.	Sol	V	M	MD	Eng	4	F.E.	Wo	6.0	T & Rw	Vac	24	27-6	7-3
Halley*.	51	7050	5600	195	71	P-36x8	P-34x7d	4	6-3 1/16x5 1/2	L.	Sol	V	M	MD	Eng	4	F.E.	Wo	7.0	T & Rw	DM	33	19-3	7-6
Karrier.	20	4700	2240	162	61	P-33x5	P-33x5d	4	4-3 3/4x5 1/2	L.	Sol	V	M	C&P	Sep	4	F.E.	Wo	6.2	Fw	DM	21	21-1	6-4
Karrier.	28	5700	3360	186	61	P-36x6	P-36x6d	4	4-4 1/2x5	L.	Sol	V	M	C&P	Sep	4	F.E.	Wo	6.0	Fw	Vac	21	23-8	6-5
Karrier*.	32	7500	3920	205	67	P-36x6	P-36x6d	4	6-3 1/16x5 1/2	L.	Sol	V	M	C&P	Sep	4	F.E.	Wo	5.2	Fw	Vac	25	27-6	7-2
Karrier*.	40	9500	4480	228	76	P-36x8	P-36x8	6	6-3 1/16x5 1/2	L.	Sol	V	M	C&P	Sep	4	F.E.	Wo	6.25	Rw	Vac	25	30-0	7-6
Karrier*.	68	9970	6600	210	76	P-36x8	P-36x8	6	6-4 1/4x6	Sl.	Sol	V	M	C&P	Sep	4	F.E.	Wo	7.00	Rw	Vac	20	28-2	7-6
Leyland*.	28	6160	4480	199	72	P-38x7	P-38x7d	4	6-4x5 1/2	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	5.5	Fw	Vac	24	25-10	7-5
Leyland*.	31	6610	4480	210	76	P-38x8	P-38x8d	4	6-4x5 1/2	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	5.5	Fw	Vac	22	26-0	7-6
Leyland.	35	6620	4480	199	72	P-38x8	P-38x8d	4	4-4 1/4x5 1/2	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.5	Fw	Vac	24	25-10	7-5
Leyland.	51	6720	5600	198	78	P-34x7	P-34x7d	4	6-4x5 1/2	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.5	Fw	Vac	21	24-9	7-6
Maudslay.	30	5710	4400	200	72	P-36x6	P-36x6d	4	4-4 1/8x5 1/8	I.	Zen	V	M	Co	Sep	4	F.E.	Wo	6.75	Fw	Vac	25	25-5	7-2
Maudslay*.	38	5820	4400	198	72	P-36x6	P-36x6d	4	4-4 1/16x5 1/8	I.	Zen	V	M	Co	Sep	4	F.E.	Wo	7.0	Fw	Vac	25	25-4	7-2
Maudslay.	30	7280	4500	210	75	P-38x7	P-38x7d	4	6-3 1/16x5 1/8	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.25	Fw	Vac	23	25-8	7-5
Maudslay*.	36	7280	4500	210	75	P-38x7	P-38x7d	4	6-3 1/16x5 1/8	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	6.75	Fw	Vac	23	25-8	7-5
Maudslay.	50	7675	4800	198	75	P-36x8	P-38x9d	4	6-3 1/16x5 1/8	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	7.33	Fw	Vac	24	26-0	7-5
Morris.	20	5000	2800	168	63	P-34x7	P-34x7	4	6-3 5/8x4 1/8	L.		V	M	S.P	Eng	4	F.E.	Sp	6.0	Fw	Vac	22	21-11	6-6
Morris.	28	6830	3920	196	70	P-34x7	P-34x7d	4	6-4 1/8x4 1/8	I.	Sol	V	M	S.P	Eng	4	F.E.	Wo	5.75	Fw	Vac	23	25-4	7-2
Singer.	20	3800	2700	156	59	P-34x7	P-34x7d	4	4-3 1/2x4 3/4	I.	Sol	V	B	S.P	Eng	4	F.E.	Wo	6.5	Fw	Vac	28	15-10	6-0
S.M.C.*.	32	7840	4500	198	77	P-38x7	P-38x7d	4	6-3 1/16x5 1/2	I.	Cla	V	M B	S.P	Sep	4	F.E.	Wo	7.25	Fw	Vac	25	26-0	7-6
S.M.C.*.	67	10080	5600	222	74	P-36x8	P-36x8	6	6-4 1/4x5 1/2	I.	Cla	V	M B	S.P	Sep	4	F F	Wo	7.25	Sw	Vac	24	29-0	7-2
Star.	20	4810	2800	186	70	P-32x6	P-32x6	4	6-3 1/8x4 3/4	I.	Sol	V	M	DP	Eng	4	F.E.	Sp		Fw	DM	21	21-3	6-8
Thornycroft.	20	4820	2700	168	60	P-34x7	P-34x7	4	4-3 3/4x5	L.	Zen	V	M	S.P	Eng	4	F.E.	Wo	6.25	Fw	Vac	28	21-4	6-7
Thornycroft.	24	5800	3100	180	66	P-36x8	P-36x8	4	6-3 3/4x5 1/4	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	5.4	Fw	Vac	29	23-9	6-7
Thornycroft*.	32	8620	5000	198	74	P-36x7	P-36x7d	4	6-4 1/8x5 1/4	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	7.25	Fw	Vac	24	24-7	7-5
Thornycroft*.	52	8310	4820	198	76	P-36x7	P-36x7d	4	6-4 1/8x5 1/4	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	8.25	Fw	Vac	25	25-9	7-2
Thornycroft.	26	7280	4200	180	66	P-34x7	P-34x7	6	6-3 3/4x5 1/4	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	7.75	Rw	Vac	36	24-0	6-4
Thornycroft*.	40	10400	5600	216	75	P-36x8	P-36x8	6	6-4 1/8x5 1/4	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	7.75	Rw	Vac	25	28-11	7-6
Thornycroft*.	68	10560	6720	216	75	P-36x8	P-36x8	6	6-4 1/8x5 1/4	L.	Sol	V	M	S.P	Eng	4	F.E.	Wo	8.25	Rw	Vac	25	28-11	7-6
Tilling Stevens.	28	6380	3920	192	74	P-36x6	P-36x6d	4	4-4 1/4x5 1/2	L.	Zen	V	M	S.P	Sep	4	F.E.	Wo	5.7	Rw	DM	21	26-0	7-2
Tilling Stevens*.	40	6720	4480	204	74	P-38x7	P-38x7d	4	4-4 1/4x5 1/2	L.	Zen	V	M	S.P	Sep	4	F.E.	Wo	5.7	Rw	DM	31	27-6	7-2
Tilling Stevens*.	52	7950	4800	192	73	P-36x8	P-34x7d	4	4-4 3/4x6	L.	Zen	V	M	†			F.E.	Wo	9.66	Rw	DM	24	25-6	7-6
Tilling Stevens*.	68	11200	6600	225	75	P-36x8	P-36x8	6	4-4 3/4x6	L.	Zen	V	M	†			F.E.	Wo	10.3	Rw	DM	25	30-0	7-6
Vulcan.	20	3360	2800	156	63	P-32x6	P-32x6d	4	6-3x4 3/4	I.	Zen	V	M	S.P	Eng	4	F.E.	Wo	6.5	Fw	DM	21	19-8	6-2
Vulcan.	26	5570	3140	181	63	P-32x6	P-32x6d	4	6-3 1/4x4 3/4	I.	Zen	V	M	S.P	Eng	4	F.E.	Wo	6.5	Fw	Vac	21	23-4	6-4
Vulcan*.	32	6830	4030	193	74	P-36x6	P-36x6d	4	4-4 1/8x5 1/2	L.	Zen	V	M	Co	Sep	4	F.E.	Wo	6.25	Fw	Vac	23	24-3	7-3
Vulcan.	51	8400	5040	198	76	P-34x7	P-34x7d	4	6-4 1/8x5 1/8	L.	Zen	V	M	S.P	Eng	4	F.E.	Wo	6.5	Fw	Vac	25	25-6	7-6
W. & G.*.	32	7840	3500	188	68	P-36x6	P-36x6d	4	6-3 1/16x5 1/2	L.	Zen	V	M	S.P	Eng	4	F.E.	Wo	6.0	Fw	Vac	26	23-7	7-0

ABBREVIATIONS

B—Battery
Cla—Claudel
Co—Cone
d—Dual
DM—Direct Mechanical
DP—Double Plate
DR—Double Reduction
Eng—Unit with Engine
F.F—Full Floating
1/2Fl—Semi-Floating
3/4Fl—3/4 Floating
Fw—Four Wheels
G—Gravity
Hyd—Hydraulic
I—Valve in Head
IG—Internal Gear
L—"L" Head
M—Magneto
MD—Multiple Disk
Mech—Mechanical
Opt—Optional
P—Pneumatic
Pu—Pump
Rw—Rear Wheels Only
S—Solid
Sep—Separate Unit
Ser—Mechanical Servo
Sl—Sleeve Valve Type
Smi—Smith
Sol—Solex
SP—Single Plate
Sp—Spiral Bevel
Sw—Six Wheels (Braking)
T&Fw—Transmission and Four Wheels
T&Rw—Transmission and Rear Wheels
V—Vacuum
Vac—Vacuum
Wo—Worm
Zen—Zenith
†—Gas Electric
***—Driver beside engine

CONTINENTAL BUS CHASSIS



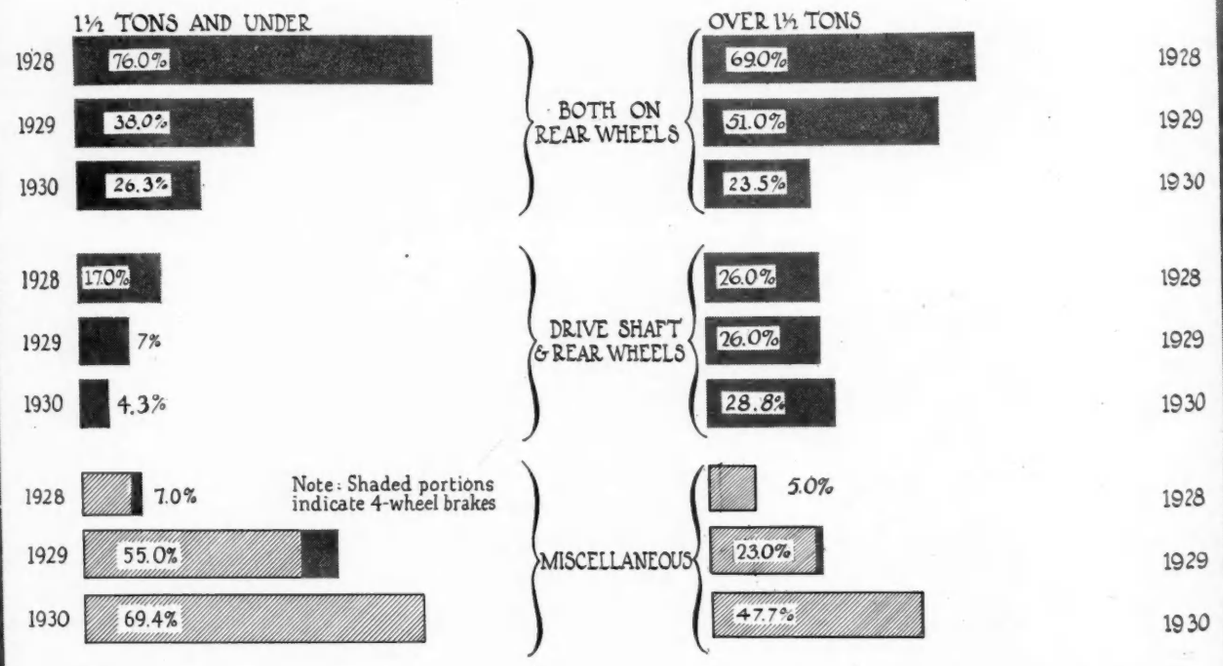
MAKE	Seating Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires Front	Tires Rear	No. of Wheels	No. of Cylinders Bore and Stroke	Valve Arrangement	Carbureter Make	Fuel Feed	Ignition Type	Clutch Type	Gearset Location	No. Foward Speeds	Final Drive	Brakes (Foot)	Brakes (Hand)	Steering Type	Wheels Type
FRENCH																			
Berliet	25	181	71	P32x6	P32x6	4	4-4.33x5.51	L	Zenith	Vac	Mag	MD	Eng	8	Sp	IFR	IR	WW	D
Berliet	25	182	71	P32x6	P32x6	4	6-3.34x4.72	L	Zenith	Vac	Bat	MD	Eng	4	Sp	IFR	IR	WW	D
Berliet	25	213	78	P38x9	P34x7d	4	6-3.74x5.51	L	Zenith	Vac	Bat	MD	Sep	4	Sp	IFR	IR	WW	D
Berliet	30	213	78	P34x7	P34x7	4	6-3.74x5.51	L	Zenith	Vac	Bat	MD	Sep	4	Wo	IFR	IR	WW	D
Berliet	30	213	78	P40x8	P40x8d	6	6-3.74x5.51	L	Zenith	Vac	Bat	MD	Sep	4	Sp	IFR	IR	WW	D
Berliet	60	195	78	P38x9	P38x9d	4	6-3.74x5.51	L	Zenith	Vac	Bat	MD	Sep	4	Sp	IFR	IR	WW	D
Bernard	28	204	68	P34x7	P34x7d	4	6-3.85x5	L	Solex	Grav	Mag	SP	Eng	4	Sp	IFR	IR	SN	D
Cottin Desgouttes		196	73	P36x7	P36x7d	4	6-4.13x5.51	L	Zenith	Vac	Bat	MD	Eng	4	DR	IFRT	IR	SN	D
DelaHaye	25	178	65	P855x155	P855x155d	4	4-3.93x6.29	L	Solex	Grav	Mag	MD	Eng	4	DR	IFR	IR	WS	D
De Dion Bouton	30	168	64	P955x155	P955x155d	4	4-3.74x5.51	I	Solex	Vac	Mag	SP	Eng	4	Sp	IFR	IR	WS	D
Laffly	35	196	63	P38x7	P36x7d	4	6-3545.11	I	Zenith	Grav	M B	MD	Eng	6	Sp	IFRT	IR	SN	D
Panhard Levassor	25	161	74	P38x7	P38x7d	4	4-4.01x5.51	Sl	Own	Vac	Mag	SP	Eng	4	IFR	IR	IR	SN	D
Panhard Levassor	30	196	74	P38x7	P38x7d	4	4-4.01x5.51	Sl	Own	Vac	Mag	SP	Eng	4	Sp	IFR	IR	SN	D
Renault	24	178	70	P36x8.25	P36x8.25d	4	4-4.33x6.29	L	Own	Grav	Mag	MD	Sep	4	Sp	IFR	IR	WS	D
Renault	35	196	70	P36x8.25	P36x8.25d	4	6-4.33x6.29	L	Own	Vac	Mag	MD	Sep	4	Sp	IFR	IR	WS	D
Saurer	30	196	67	P36x7	P36x7d	4	6-3.93x5.11	I	Claudel	Grav	Mag	MD	Eng	4	Sp	IFR	IR	WS	D
Saurer	35	228	73	P40x8	P40x8d	4	6-4.33x5.90	I	Claudel	Grav	Mag	MD	Eng	4	Sp	IFR	IR	WS	D
Somua	35	196	65	P1025x185	P1025x185d	4	6-4.33x5.90	F	Solex	Vac	Mag	SP	Sep	4	DR	EFR	ET	WS	D
BELGIAN																			
Brossel	32	196	64	P38x9 75	P38x9.75d	4	4-3.93x5.90	L	Zenith	Vac	Mag	MD	Eng	4	Wo	IFR	IR	WS	D
Miesse	35	171	67	P36x8	P36x8	4	4-3.14x5.11	I	Zenith	Vac	Mag	MD	Eng	4	DR	IFR	IR	WS	D
Miesse	45	171	67	P36x8	P36x8	6	8-3.14x5.11	I	Zenith	Vac	Mag	MD	Eng	4	Wo	IFR	IR	WS	D
Minerva		170	64	P32x6	P32x6d	4	4-3.54x5.51	Sl	Zenith	Vac	Mag	MD	Eng	4	DR	IFR	IR	CL	D
Minerva		209	69	P38x7	P38x7d	4	6-3.74x5.51	Sl	Zenith	M.Pu	Mag	MD	Eng	4	Sp	IFR	IR	CL	D
Minerva		225	69	P38x7	P38x7d.	4	4-4.33x5.51	Sl	Zenith	Vac	Mag	MD	Eng	4	Sp	IFR	IFT	CL	D
Minerva		186	69	P38x7	P38x7d	4	4-4.33x5.51	Sl	Zenith	Vac	Mag	MD	Eng	4	Sp	IFR	IFT	CL	D
ITALIAN																			
Lancia	46	233	73	P985x205	P985x205	4	6-3.93x5.90	I	Zenith	Vac	Mag	SP	Eng	4	Sp	IFR	IR	WS	D
Spa	29	177	60	P955x155	P955x155d	4	4-3.93x5.51	L	Solex	Press	Mag	MD	Eng	4	DR	IFR	ET	WS	D
GERMAN																			
Brennabor AST	15	156	56	P32x6.75	P32x6.75	4	6-3.03x4.37	L	Solex	Vac	Bat	SP	Eng	4	Sp	IF	ET	WS	A
Bussing III N	30	216	75	P38x9	P38x9d	4	6-4.52x5.9	I	Zenith	Vac	Mag	Co	Sep	4	DR	IF	IR	WS	D
Bussing IVGn L	40	187	77	P38x9.75	P38x9.75d	4	6-4.52x5.9	I	Zenith	Vac	Mag	Co	Sep	4	DR	IF	IR	WS	CS
Bussing	50	254	79	P44x12	P44x12	6	6-4.92x6.3	I	Zenith	Vac	Mag	Co	Sep	4	DR	IF	IR	WS	CS
Daimler-Benz N1	16	147	60	P30x5	P30x5d	4	6-3.15x5.11	L	Solex	M.Pu	Bat	SP	Eng	4	Sp	IF	IR	SN	D
Daimler-Benz N2	26	226	69	P40x8	P40x8d	4	6-4.13x5.9	L	Pallas	M.Pu	Mag	SP	Eng	4	DR	IF	IR	SN	CS
Daimler-Benz N 56	50	275	76	P40x10	P40x10	6	6-4.13x5.9	L	Pallas	M.Pu	Mag	SP	Eng	4	DR	IF	IR	SN	CS
Daimler-Benz N 46	20	157	62	P32x6	P32x6d	4	6-3.15x5.11	L	Solex	M.Pu	Bat	SP	Eng	4	DR	IF	IR	SN	CS
Daag CO	35°	193	69	P38x7	P38x7d	4	4-4.72x6.3	I	Pallas	Vac	Mag	Co	Sep	4	DR	IF	IR	WS	D
Daag	40	220	74	P36x8	P36x8d	4	6-4.13x6.1	I	Pallas	Vac	Mag	Co	Sep	4	DR	IF	IR	SN	D
Faun O 35	35°	234	71	P36x8	P36x8d	4	6-3.7x6.6		Maybach	M.Pu	MB	SP	Eng	3	DR	IF	ET	WS	CS
Faun (Gas-Electric) E 25	25°	202	71	P38x7	P38x7d	4	6-3.7x6.6		Maybach	M.Pu	MB				G.E.	IF	ET	WS	
Hansa-Lloyd L	23	165	62	P32x6	P32x6d	4	4-3.74x5.51	L	Orkan	Vac	Bat	MD	Sep	4	Wo	ET	IR	SN	D
Hansa-Lloyd LO 6B	28	193	62	P34x7	P34x7d	4	6-3.93x4.92	L	Zenith	Vac	Bat	SP	Eng	4	Wo	IF	ET	SN	D
Henschel	Opt.	170	69	P36x8	P36x8d	4	6-4.72x6.3	I	Pallas	Vac	Mag	MD	Sep	4	DR	IF	IR	WS	CS
Komnick 4C	28	177	64	P38x7	P38x7d	4	4-4.33x6.1	I	Pallas	Vac	Mag	Co	Sep	4	DR	IF	IR	WS	D
Komnick 6C	28	177	64	P38x7	P38x7d	4	6-3.93x5.9	I	Pallas	Vac	Mag	Co	Sep	4	DR	IF	IR	WS	D
Krupp O3N 62	30	204	68	P36x8	P36x8d	4	6-3.93x6.3	I	Pallas	M.Pu	Mag	SP	Eng	8	DR	IF	IR	SN	D
Krupp O5N 62	40	236	68	P40x10.5	P40x10.5d	4	6-3.93x6.3	I	Pallas	M.Pu	Mag	SP	Eng	8	DR	IF	IR	SN	CS
Ley	27	177	67	P7x20	P7x20d	4	6-3.15x4.72	L	Solex	Grav	Bat	SP	Eng	3	Sp	IF	ET	WS	D
Magirus ML	25	148	67	P34x7	P34x7d	4	4-3.93x5.9	L	Orkan	Vac	Mag	MD	Sep	4	Dr	IF	IR	SN	CS
Magirus MM3	30	206	76	P36x8	P36x8d	4	6-3.7x6.61		Maybach	M.Pu	MB	MD	Sep	3	Dr	IF	IR	SN	CS
M.A.N.	30	218	73	P38x7	P38x7d	4	6-4.33x5.9	L	Pallas	Vac	Mag	Co	Eng	4	DR	IF	IR	WS	CS
M.A.N.	35	218	73	P40x8	P40x8d	4	6-4.33x5.9	L	Pallas	Vac	Mag	Co	Eng	4	DR	IF	IR	WS	CS
M.A.N. (double deck)	75	218	74	P40x10.5	P40x10.5	6	6-4.33x7.08	L	Pallas	Vac	Mag	MD	Eng	4	DR	IF	IR	WS	CS
Nacke	20	161	64	P32x6	P32x6d	4	4-4.52x5.9	L	Pallas	Vac	Mag	Co	Sep	4	Wo	ET	IF	SN	D
Nacke	25	165	64	P34x7	P34x7d	4	4-4.52x5.9	L	Pallas	Vac	Mag	Co	Sep	4	Wo	ET	IF	SN	D
Nacke	35	177	67	P40x8	P40x8d	4	6-4.52x5.9	L	Pallas	Vac	Mag	Co	Sep	4	Wo	ET	IF	SN	D
N.A.G.	18	141	65	P32x6.75	P30x5d	4	4-3.54x4.92	I	Sum	Vac	Bat	SP	Eng	3	DR	IF	IR	SN	D
N.A.G.	23	142	59	P30x6	P30x6d	4	4-3.54x4.92	I	Sum	Vac	Bat	SP	Eng	3	DR	IF	IR	SN	D
N.A.G.	40	217	74	P40x8	P40x8d	4	6-4.72x6.3	I	Pallas	Grav	Mag	Co	Sep	3	DR	IF	ET	SN	CS
N.A.G.	35	222	74	P40x8	P40x8d	4	6-4.25x6.3	I	Pallas	Grav	Mag	MD	Sep	6	Sp	ITFR	TR	SN	CS
N.A.G.	70	246	76	P44x12	P44x12	6	6-4.25x6.3	I	Pallas	Grav	Mag	MD	Sep	6	Sp	ITFR	TR	SN	CS
N.A.G.	70	246	76	P44x12	P44x12	6	6-4.72x6.3	I	Pallas	Grav	Mag	MD	Sep	6	Sp	ITFR	TR	SN	CS
Vomag OV 57	40	224	71	P36x8	P36x8d	4	4-5.11x6.29	I	Zenith	Vac	Mag	Co	Sep	4	DR	IF	IR	SN	CS
Vomag OM 57	40	224	71	P36x8	P36x8d	4	6-3.7x6.6		Maybach	M.Pu	MB	MD	Eng	3	DR	IF	IR	SN	CS
Vomag OV 59/6H	40	232	71	P36x8	P36x8d	4	6-4.72x6.29	I	Zenith	M.Pu	Opt	Co	Sep	4	DR	IF	IR	SN	CS
AUSTRIAN																			
Austro-Fiat AFN	17	142	55	P32x6.75	P32x6.75d	4	4-3.34x4.92	L	Zenith	Vac	Mag	SP	Eng	4	Sp	IF	IR	WS	D
Austro-Fiat O25	26	189	65	P38x8.25	P38x8.25d	4	4-4.13x5.9	L	Zenith	Vac	Mag	SP	Eng	4	Sp	IF	IR	WS	D
Austrian Sauver 2BH	21	157	62	P32x6	P32x6d	4	4-3.93x5.9	I	Saurer	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 3BH	21	177	63	P32x6	P32x6d	4	4-3.93x5.9	I	Saurer	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 3BH	26	197	63	P34x7	P34x7d	4	4-3.93x5.9	I	Saurer	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 3BN	30	197	64	P36x8	P36x8d	4	6-3.93x5.11	I	Saurer	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer 5B1	34	228	67	P40x8	P40x8d	4	6-4.33x5.9	I	Saurer	Grav	Mag	MD	Eng	4	Sp	IF	IR	WS	D
Austrian Saurer Diesel	34	228	67	P40x8	P40x8d	4	6-4.33x5.9	I	Bosch.Pu	Grav	None	MD	Eng	4	Sp	IF	IR	WS	D
Fross-Bussing IVFB 4	Var	204	69	P40x8	P40x8d	4	6-3.7x6.61		Maybach	M.Pu	MB	SP	Eng	3	DR	IF	IR	WS	CS
Fross-Bussing III FBN	Var	197	65	P38x9	P38x9d	4	6-3.93x6.7	I	Pallas	Grav	Mag	Co	Sep	4	DR	IF	IR	WS	CS
Graef & Stift	Var	145	59	P30x5	P30x5	4	4-3.54x5.51	L	Zenith	Vac	Mag	Co	Sep	4	Sp	EFR	IT	SN	D
Perl L6	18	142	60	P32x6.75	P32x6.75d	4	6-2.87x4.72	L	Strom	Grav	Bat	MD	Eng	4	Sp	IF	ET	SN	D
Perl L600	22	159	61	P34x7	P34x7d	4	6-3.26x4.48	L	Strom	Grav	Bat	MD	Eng	4	Sp	IF	ET	SN	D
Perl L6000	22	159	63	P34x7.5	P34x7.5d	4	6-3.26x4.48	L	Strom	M.Pu	Bat	MD	Eng	4	Sp	IF	ET	SN	D
Steyr XIIN	11	130	50	P30x5	P30x5	4	6-2.41x3.46	I	Pallas	Grav	Mag	MD	Eng	4	Sp	IF	IR	SN	D
Steyr XVII	12	145	63	P34x7	P34x7d	4	6-3.46x4.33	I	Pallas	Vac	Mag	MD	Eng	4	Wo	IF	IR	SN	D
W. A. F.	Var	173	74	P955x155	P955x155d	4	4-4.13x6.29	L	W.A F.	Opt	Mag	MD	Eng	4	Be	ET	IR	WS	CS
CZECHO-SLOVAKIAN																			
Skoda	16	122	63	P895x135	P895x135d	4	4-3.93x5.9	L	Zenith	Vac	Mag	MD	Sep	4	Sp	ET	IR	SN	D
Skoda	20	157	55	P1025x185	P1025x185d	4	4-4.4x5.9	L	Zenith	Vac	Mag	MD	Sep	4	DR	ET	IR	SN	CS
Tatra	Var	155	71	P40x10½	P40x10½	6	4-4.52x7.08	I	Zenith	Grav	Mag	Co	Eng	4	Sp	IFT	IF	SN	CS
Tatra	Var	204	71	P40x10½	P40x10½	6	4-4.52x7.08	I	Zenith	Grav	Mag	Co	Eng	8	Sp	IFT	IF	SN	CS
Walter	18	142	57	P30x5	P30x5d	4	4-3.34x4.92	L	Zenith	Vac	Mag	SP	Eng	4	Sp	IF	IR	WW	D

ABBREVIATIONS:

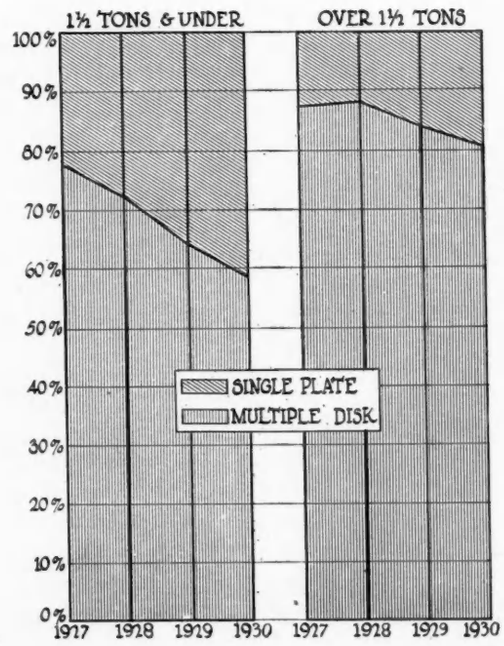
Bat—Battery
Be—Bevel
C&L—Cam and Lever
CS—Cast Steel
d—Dual
D—Disk
DR—Double Reduction
EFR—External Front and Rear
ET—External Transmission
Eng—Unit with Engine
F—"F" Head
Grav—Gravity
I—Valve in Head
IFR—Internal Front and Rear
IR—Internal-Rear
ITFR—Internal Front Rear and Transmission.
IFT—Internal Front and Trans.
L—"L" Head
Mag—Magneto
MB—Magneto and Battery
MD—Multiple Disk
M. Pu—Mechanical Pump
P—Pneumatic
SN—Screw and Nut
SP—Single Plate
Sp—Spiral Bevel
Strom—Stromberg
Vac—Vacuum
Var—Various
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel

CURRENT TRENDS IN

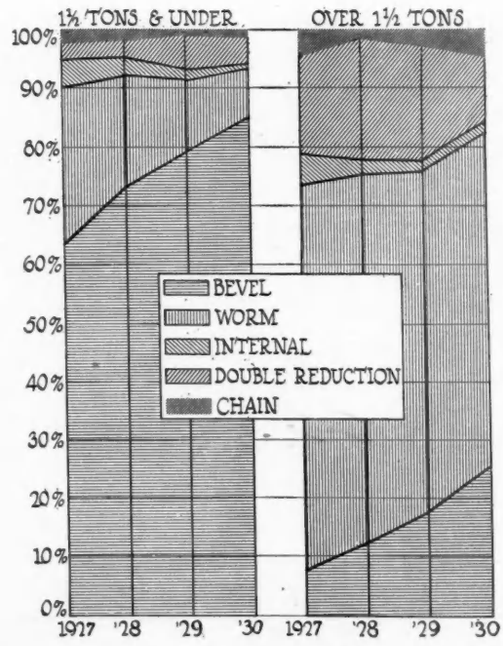
Service Brake Equipment



Clutch Type

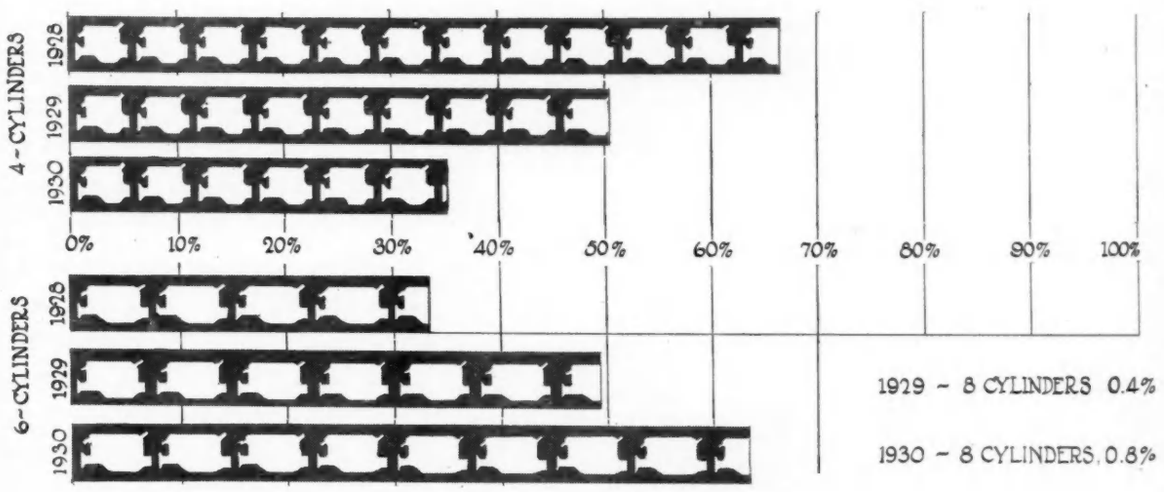


Final Drive

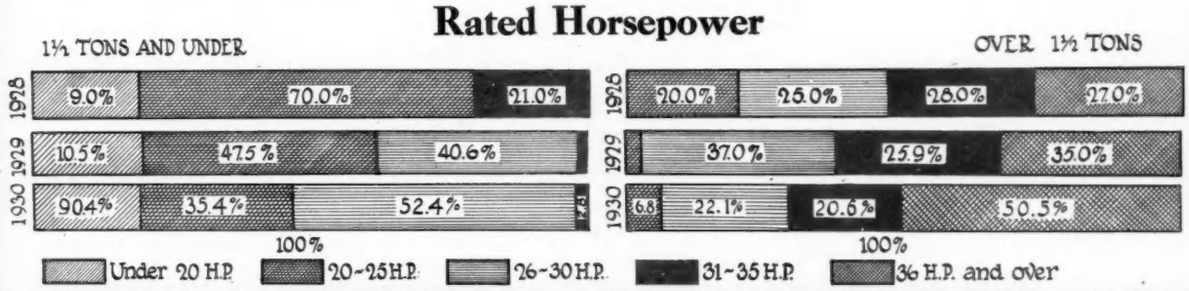


MOTOR TRUCK DESIGN

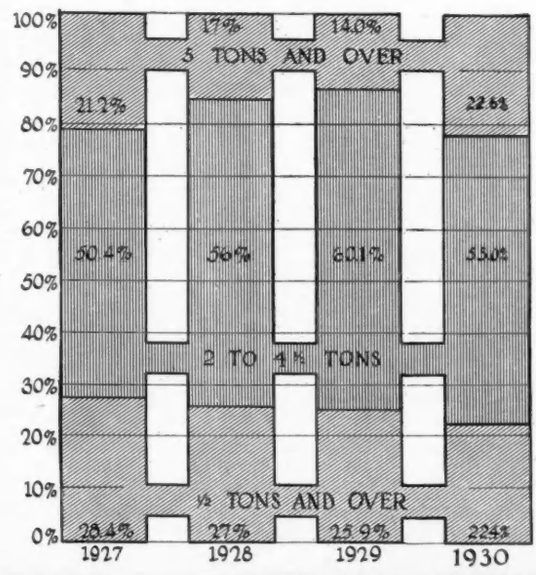
Number of Cylinders



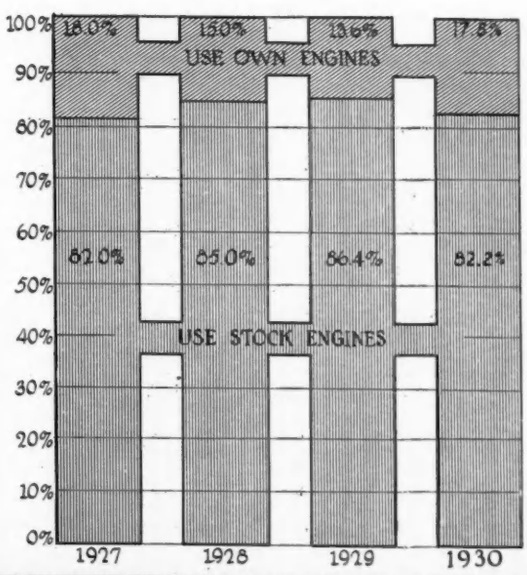
Rated Horsepower



Models by Tonnage



Number Using Stock Engines



AMERICAN GASOLINE

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Acme 17	1	.....	136	P30x5	P30x5	Con 29L	6-27/8x43/4	18.2	Til.	V.	A-L.	A-L.	P.B&B.	Ful WO	Blo.	Tim 52000H	S.	F.	G.	Tim.	Ros.	3000
Acme 24	1½	.....	144	P30x5	P30x5	Con S4	4-41/4x41/2	28.9	Str.	V.	A-L.	A-L.	D.B-L.	B-L 31	Blo	Col 54000	S.	F.	A.	Col	Ros.	3450
Acme 26, 47	1½,2	.....	144°	P30°x5°	P°30°x5°	Con 16C	6-33/8x43/8	27.3	Str.	V.	A-L.	A-L.	D.B-L.	B-L 31°	Blo	Col 54000°	S.	F.	A.	Col	Ros.	3450
Acme 52, 56 Spec.	2½	.....	186°	P34x7	DP34x7	Con 18R	6-4x41/2	38.4	Str.	V.	A-L.	A-L.	D.B-L.	B-L 60	Blo	Tim 65706DP°	W	F.	B.	Tim.	Ros.	7100
Acme 64	3	.....	180½	P36x8	DP36x8	Con L4	4-41/2x51/2	32.4	Str.	V.	Eis.	A-L.	D.B-L.	B-L 60	Blo	Tim 65706H	W	F.	B.	Tim.	Ros.	7100
Acme 66	3	.....	186	P36x8	DP36x8	Con 20R	6-41/8x43/4	40.8	Str.	V.	A-L.	A-L.	D.B-L.	B-L 60	Blo	Tim 65706H	W	F.	B.	Tim.	Ros.	7400
Acme 90L, 150	4½, 5½	.....	192	S36x5°	S°40x12°	Con B7	4-5x6	40.0	Str.	V.	Eis.	A-L.	D.B-L.	B-L 60	Blo	Tim 66600°	W	F.	A.	Tim.	Ros.	8400°
Acme 151	5½	.....	193	S36x7	DS40x8	Con 15H	6-41/2x53/4	48.6	Str.	V.	Eis.	A-L.	D.B-L.	B-L 60	Blo	Tim 68700DP	W	F.	B.	Tim.	Ros.	10000
Acorn 20P, 30P	1, 1½	1185°	132°	P30°x5°	P°30°x5°	Con 16C	6-33/8x43/8	27.3	Str.	G.	A-L.	A-L.	D.Ful.	Ful DU10°	Spi.		B°.	½.			Ros.	3500
Acorn 30	1½	2300	144	S34x4	S34x6	Con S4	4-41/4x41/2	28.9	Str.	G.	Bos-R.		D.Ful.	Ful SU 12	Spi.	Cla B720	S.	½.	A.	Shu.	Ros.	4400
Acorn 40, 45	2, 2½	2500°	144°	S36°x4°	S36x7°	Con S4	4-41/4x41/2	28.9	Str.	G.	Bos-R.		D.Ful.	Ful SU°12°	Spi.	Cla B720	S°.	½°.	A.	Shu.	Ros.	4600°
Acorn 40P	2	2600	162	P32x6	DP32x6	Con 16C	6-33/8x45/8	27.3	Str.	G.	A-L.	A-L.	D.Ful.	Ful GU 14	Spi.	Tim 56001H	S.	½.	A.	Tim.	Ros.	5400
Acorn 50	3	3250	156	S36x5	S36x10	Bud ETU	4-41/4x51/2	28.9	Str.	G.	Bos-R.		D.B-L.	B-L 51	Spi.	Tim 65700	W	F.	A.	Tim.	Ros.	5500
Acorn 50P	2½,3	4000°	Opt.	P°36x8°	DP36°x8°	Bud DW6	6-33/4x5	33.7	Str.	G.	A-L.	A-L.	D.B-L.	B-L 51°	Spi.	Tim 65706H°	W°	F°.	E°.	Tim°	Ros.	7500°
Acorn 70, 100	4, 5	4250°	162°	S36x6	S40x12°	Bud YBU-1	4-41/2x6	32.4	Str.	G.	Bos-R.		D.Ful.	B-L 60	Pet.	Tim 66600°	W.	F.	A.	Tim.	Ros.	8500°
Amer. LaFrance Chief	2, 2½	3900°	192°	P34°x7°	DP34°x7°	Own	6-33/4x5	33.7	Zen.	V.	D-R.	D-R.	P.B&B.	Own	Spi.	Tim 65001BX°	W.	F.	E*.	Tim.	Ros.	6400°
Amer. LaFrance W	3	3950	Opt.	S36x5	S36x10	Own 2R	4-41/4x6	28.9	Zen°.	V.	Bos-A.	Bos A‡	D.Own.	Own 2R.	Own.	Own 2R.	R.	F.	B*.	Own	....	6600
Amer. LaFrance 12R	3, 3½	.....	Opt.	P36x8	DP36x8	Own	6-41/8x51/8	40.8	Zen.	V.	D-R.	D-R.	P.B&B.	Own	Spi.	Tim 66704°BY	W.	F.		Tim.	Ros.	7500°
Amer. LaFrance W	3½	.....	Opt.	S36x5	S36x10	Own 2R.	4-41/4x6	28.9	Zen.	V.	Bos-A.	Bos-A‡.	D.Own.	Own 2R.	Own.	Own 2R.	R.	F.	B*.	Own.	....	6600
Amer. LaFrance W2R	3½	4950	Opt.	S36x5	.....	Opt.	4-43/4x6	28.9	Zen.	V.	Bos-A.	Bos-A‡.	D.Own.	Own 2R.	Own.	Own 2R.	R.	F.	B*.	Own.	....	8100
Amer. LaFrance W	4	.....	Opt.	S36x5	S36x10	Own 2R	4-41/4x6	28.9	Zen.	V.	Bos-A.	Bos-A‡.	D.Own.	Own 2R.	Own.	Own 2R.	R.	F.	B*.	Own	....	6600
Amer. LaFrance 12,Chief	4	.....	Opt.	P36x8	DP36x8	Own	6-41/8x51/8	40.8	Zen°.	V.	D-R.	D-R.	P.B&B.	Own	Spi.	Tim 6670°BY	W.	F.		Tim.	Ros.	7500
Amer. LaFrance V	3	5500	Opt.	S36x6	DS40x6	Own 5R	4-43/4x6	36.1	Zen.	V.	Bos-A.	Bos-A‡.	D.Own.	Own 5R.	Own.	Own 5R.	W.	F.	B*.	Own.	....	9600
Am. LaFrance Big Ch.	5	6500	226	P40x8	DP40x8	Own	6-41/2x6	48.6	Str.	V.	D-R.	D-R.	P.B-L.	Own	Own.	Own 16R.	R.	F.	A.	Own	Own	11000
Amer. LaFr. Z6½, U7½	6½, 7½	5750°	Opt.	S36x7	DS40x7°	Own 5R.	4-43/4x6	36.1	Zen.	V.	Bos-A.	Bos-A.‡	D.Own.	Own 5R.	Own.	Own 5R.	W.	F.	B*.	Own.	....	9600°
Amer. LaFrance 5, 7 T	TT	3950°	131	S36x5	S°36x10	Own 2R.	4-41/4x6	28.9	Zen.	V.	Bos-A.	Bos-A‡.	D. Own	Own 2R.	Own.	Own 2R.	R.	F.	B*.	Own.	....	6400°
Amer. LaFr 10, 13, 15 T.	TT	6000°	133	S36x7°	DS40x8°	Own 5R.	4-43/4x6	36.1	Zen.	V.	Bos-A.	Bos-A‡.	D.Own.	Own 5R.	Own.	Own 5R.	W.	F.	B*.	Own.	....	9700°
Armleder 30, 40	1½, 2	.....	148°	S34°x4‡	S34°x6‡°	Her OX	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Spi.	Tim.	W	½	A*.	Tim.	Ros.	4400°
Armleder 30B	1½	.....	150°	S34x4‡	S34x6‡	Bud KBU-1	4-4x51/4	25.6	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Spi.	Tim.	W	½	A*.	Tim.	Ros.	4400
Armleder 30-6, 40-6	1½, 2	.....	153°	S34°x4‡	S34°x6°	Bud HS6	6-33/8x41/2	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Spi.	Tim.	W	½°	A*.	Tim.	Ros.	4500°
Armleder 50, 60	2½, 3	.....	152°	S36x4‡°	S36x8‡°	Bud EBU-1	4-41/4x51/2	28.9	Zen.	V.	A-L.	A-L.	D.B-L.	B-L°.	Spi.	Tim.	W	F.	A*.	Tim.	Ros.	5300°
Armleder 55	2½	.....	152	S36x4‡°	S36x8‡°	Con K4	4-41/2x51/4	27.2	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Spi.	Tim.	W	F.	A*.	Tim.	Ros.	5300
Armleder 50-6, 60-6	2½, 3	.....	158°	S36x4‡°	S36x8‡°	Bud BUS.	6-4x51/2	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Spi.	Tim.	W	F.	A*.	Tim.	Ros.	5600°
Armleder 70-6	4	.....	156	S36x6	S36x12	Bud BUS.	6-4x51/2	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 55	Spi.	Tim.	W	F.	B*.	Tim.	Ros.	7600
Armleder 70	4, TT	.....	156°	S36x6	S36x12	Bud YBU-1	4-41/2x6	32.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 55°.	Spi.	Tim.	W	F.	B*°.	Tim.	Ros.	7500°
Armleder 30	TT	.....	115	S34x4	S34x6	Her OX	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Spi.	Tim.	W	½	A.	Tim.	Ros.	4100
Armleder 50	TT	.....	116	S36x4	S36x8	Bud EBU-1	4-41/4x51/2	28.9	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51.	Spi.	Tim.	W	F.	A.	Tim.	Ros.	5100
Atterbury A-6	1	.....	132	P30x5	P30x5	Lyc WRG	6-27/8x43/4	18.2	Zen.	G.	A-L.	A-L.	D.B-L.	B-L.	Spi.	Tim 52000H	S.	F.	G.	Tim.	Gem	3430
Atterbury K6, G6	1½, 2	.....	145	P30°x5°	DP30°x5°	Lyc 4SL	6-31/4x41/2	25.3	Zen.	G.	A-L.	A-L.	D.B-L.	B-L.	Spi.	Tim 52000H°	S°.	F.	G.	Tim.	Gem	4225°
Atterbury H6	2½	.....	173	P32x6	DP32x6	Con 16R	6-4x41/2	38.4	Zen.	V.	D-R.	A-L.	D.B-L.	B-L.	Spi.	Tim 56000H	B.	F.	G.	Tim.	Gem	6700
Atterbury 22C	3	.....	156°	S36x4‡	S36x8	Con K4	4-41/2x51/4	27.2	Zen.	V.	Bos-A.	A-L.	D.B-L.	B-L.	Spi.	Tim.	W	F.	A*.	Tim.	Gen.	5925
Atterbury R6	3	.....	173	P34x7	DP34x7	Con 18R	6-4x41/2	38.4	Zen.	V.	D-R.	A-L.	D.B-L.	B-L.	Spi.	Tim 65001H	W	F.	G.	Tim.	Gem	7250
Atterbury 22D	4	.....	174°	S36x5	DS36x6	Con L4	4-41/2x51/2	32.4	Zen.	V.	Bos-A.	A-L.	D.B-L.	B-L55 Max	Spi.	Tim.	W	F.	A*.	Tim.	Gem	8000
Atterbury C-6	4	.....	186	P36x8	DP36x8	Con 20R	6-41/8x43/4	40.8	Zen.	V.	D-R.	A-L.	D.B-L.	B-L.	Spi.	Tim 65706D	W	F.	B.	Tim.	Gem	8300
Atterbury 24E	5	.....	174°	S36x6	DS40x7	Con B7	4-5x6	40.0	Zen.	V.	A-L.	Bos-A.	D.B-L.	B-L60 Max	Spi.	Tim.	W	F.	A*.	Tim.	Gem	10225
Autocar SA, SD	1½, 2	2700°	150	P32x6	P°32x6	Own	6-33/4x41/2	33.7	Zen.	V.	L-N.	D-R.	P.Lon.	B-L 35	Spi.	Own SA°	S°.	F.	H.	Tim.	Ros.	4400°
Autocar H, HS	3, 3½	3750	114	S34x5°	S36x10°	Own	4-41/2x51/2	32.4	Str.	G.	Bos-A.	L-N.	P. Lon	Own T	Spi.	Own H°.	R.	F.	B.	Own	Ros.	5800°
Autocar SH	3	4000	144	S34x5	S36x10	Own	6-41/8x43/4	40.8	Str.	G.	Bos-R.	L-N.	P.Lon.	Own T	Spi.	Own H.	R.	F.	B.	Own	Ros.	5800
Autocar TA, TB	3	5000°	187°	P36x8	DP36x8	Own	6-43/8x43/4	45.9	Str.	V.	Bos-R.	L-N.	PLon	Own T	Spi.	Own T	R.	F.	B.	Own	Ros.	7100°
Autocar SHS, TAS	3½	4400°	114°	S°34°x6°	S°36x12°	Own	6-43/8x43/4	45.9	Str.	G.	Bos-R.	L-N.	P.Lon.	Own T	Spi.	Own J	R.	F.	B.	Own	Ros.	7000°
Autocar SCM	5	5000	162°	S34°x7	S36x14	Own	6-41/2x43/4	48.6	Str.	V.	Bos-R.	L-N.	P.Lon.	Own B	Spi.	Own M	R.	F.	B.	Own	Ros.	8600
Autocar HT, HST	TT	3750	99	S34x5°	S36x10°	Own*	4-41/2x51/2	32.4	Str.	G.	Bos-A.	L-N.	P.Lon.	Own T	Spi.	Own H°	R.	F.	A.	Own	Ros	5800°
Autocar SHT	TT	4000	104	S34x5	S36x10	Own*	6-41/8x43/4	40.8	Str.	G.	Bos-R.	L-N.	P.Lon.	Own T	Spi.	Own H.	R.	F.	A.	Own	Ros.	5800
Autocar SHST	TT	4400	104	S34x6	S36x12	Own*	6-43/8x43/4	45.9	Str.	G.	Bos-R.	L-N.	P. Lon	Own T	Spi.	Own J	R.	F.	A.	Own	Ros.	7000
Autocar SCMT	TT	5000	142	S34x7	S36x14	Own	6-41/2x43/4	48.6	Str.	V.	Bos-R.	L-N.	P.Lon.	Own B	Spi.	Own M	R.	F.	B.	Own	Ros.	8600
Brockway Jr , CJB	1½, 1¾	.....	130°	P30°x5°	P°30°x5°	Wis C	4-33/4x5	22.5	Zen.	V.	A-L.	A-L.	P.B&B.	B-L 20.	Spi.	Col 36020°	B.	½°	G*.	Col.	Ros.	3100°
Brockway 75, 90	1½, 1¾	.....	137°	P32x5	P32x6	Con 16C	6-3x45/8	27.3	Zen.	V.	A-L.	A-L.	P.B&B.	B-L 20.	Spi.	Col 36020°.	B.	½°	G*.	Col.	Ros.	3450°
Brockway E	1½	.....	147½°	P32x6	P32x6	Wis SU	4-4x5	25.6	Zen.	V.	L-N.	L-N.	D.B-L.	B-L 30.	Spi.	Col 55001	B.	F.	G*.	Col.	Ros.	3870
Brockway S	2	.....	150¼°	S34x4‡	S34x8‡	Wis SU	4-4x5	25.6	Zen.	V.	Eis.	L-N.	D.B-L.	B-L 35.	Spi.	Wis 4610	R.	F.	G*.	Tim.	Ros.	5100
Brockway SY, EYW	2, 2½	.....	151¾°	P32x6	P°34°x7°	Wis Y	6-33/8x5	27.3	Zen.	V.	L-N.	L-N.	D.B-L.	B-L 35.	Spi.	Wis 4610	R.	F.	G*.	Col.	Ros.	5145°
Brockway K	3	.....	154½°	S36x5‡	S36x10‡	Con K4	4-41/2x51/4	27.2	Zen.	V.	Eis.	L-N‡.	D.B-L.	B-L 35.	Spi.	Tim 65706D	W	F.	B‡.	Tim.	Ros.	5855
Brockway KW	3	.....	170°	P34x7	DP34x7	Wis H	6-4x5	38.4	Zen.	V.	L-N.	L-N.	D.B-L.	B-L 51.	Spi.	Wis 1228	R.	F.	B‡.	Shu.	Ros.	6920
Brockway KR, R	3 , 4	.....	160⅜°	S36x5‡	S36x10‡°	Con L4	4-41/2x51/2	32.4	Zen.	V.	Eis.	L-N‡.	D.B-L.	B-L 55.	Spi.	Tim 65706°D.	W	F.	B‡.	Tim.	Ros.	6290°
Brockway 120	3½	.....	156	P32x6	DP32x6	Con 30-B	6-4x41/8	38.4	.....	O.	A-L.	A-L.	D.B-L.	B-L 35.	.....	Tim 54703.	B.	F.	G†.	Col.	Ros.	5200
Brockway 140	4	.....	156	P32x6	DPx6	Con 30-B	6-4x41/8	38.4	.....	O.	A-L.	A-L.	D.B-L.	B-L 35.	.....	Wis 4916L	R.	F.	G†‡	Col.	Ros.	5500
Brockway T	5	.....	178°	S36x6	S40x14	Con B7	4-5x6	40.0	Zen.	V.	Eis.	L-N‡.	D. B-L.	B-L60 Max	Spi.	Tim 68700S	W	F.	B‡.	Tim.	Ros.	10500
Brockway BT	5½	.....	156¼°	S 36x6	DS40x8	Bud BBU	4-5x61/2	40.0	Zen.	V.	Eis.	L-N‡.	D.B-L.	B-L 70.	Spi.	Tim 68700S.	W	F.	B‡.	Tim.	Ros.	11060
Brockway 290, 640-6	5½, TT	.....	182	P38x7	S40°x14°	Con 16H	6-43/4x53/4	54.2	Str.	E.	L-N.	L-N.	B-L.	B-L 70.	Spi.	Tim 68703D°	W.	F.	I°.	Shu.	Ros.	10750°
Biederman	1, 1¼	.....	138°	P30°x5°	P30°x5°	Con 8R	6-33/8x41/2	27.3	Zen.	G.	D-R.	A-L.	D.B-L.	B-L 31.	Spi.	Cla	B.	½.	A†°.	Shu.	Ros.	3200°
Biederman	1½	.....	166°	S34x5	S34x8	Con 8R	6-33/8x41/2	27.3	Zen.	G.	D-R.	D-R.	D.B-L.	B-L 31.	Spi.	Tim.	W	½	A*.	Shu.	Ros.	4600
Biederman	2½, 3¼	.....	160°	S36x5°	S36x10°	Con 6B	6-33/4x5	33.7	Zen.	G.	D-R.	D-R.	D.B-L.	B-L 51.	Spi.	Tim.	W	F.	A*.	Shu.	Ros.	4905°
Biederman	5	.....	180°	S36x7	S36x14	Con 7T	6-41/4x6	43.3	Zen.	G.	D-R.	D-R.	D.B-L.	B-L 60.	Spi.	Tim.	W.	F.	A*.	Shu.	Ros.	9200
Chevrolet Int Com	½	400	107	B4.50/20	B4.50x20	Own	6-31/2x33/4	26.3	Car.	P.	D-R.	D-R.	P. Own	Own Int.	Own	Own Int.	S.	½	E*.	Own	Own	1815
Chevrolet Utility	1½	520	131	P30x5	P30x5	Own	6-31/2x33/4	26.3	Car.	P.	D-R.	D-R.	P.Own	Own	Own	Own	S.	½	E*.	Own	Own	2375
Chicago 15A	1½	.....	135°	P32x6	P32x6	Wau V	4-4x5	25.6	Zen	G.	Apo.	A-L*.	D.B-L.	B-L 35.	Spi.	Tim 5622H	B.	F.	G†	Tim.	Ros.	4800
Chicago 16A, 21A	1½, 2	.....	135°	P32x6	DP32x6	Wau XK	6-33/8x41/2	33.7	Zen	G.	Apo.	A-L*°.	D.B-L.	B-L 35.	Spi.	Tim 5622H°	B.	F	G†	Tim.	Ros.	5045°
Chicago 20A	2	.....	135°	S34x4	S34x7	Wau V	4-4x5	25.6	Zen.	G	Apo.	A-L‡.	D.B-L.	B-L 35.	Spi	Tim 63721H	W	F.	G†	Tim.	Ros.	4870
Chicago 25A	2½	.....	135°	S36x4°	S36x8°	Wau V	4-4x5	25.6	Zen.	G.	Apo.	A-L‡.	D.B-L.	B-L 35.	Spi	Tim 65001H	W	F.	G†	Tim.	Ros.	5550°
Chicago 26A	2½	.....	.....	P34x7	DP34x7	Wau XK	6-33/4x41/2	33.7	Zen.	G.	Apo.	A-L*.	D.B-L.	B-L 35.	Spi.	Tim 65001H	W	F.	G†	Tim.	Ros.	5800
Chicago 31B	3	.....	159	S36x5	S36x10	Wau CU	4-43/8x53/4	30.6	Zen.	G.	Apo.	A-L‡.	D.B-L.	B-L55 Max	Spi	Tim 65706D H	W	F.	B†.	Tim.	Ros.	6970
Chicago 32B	3	.....	164½	P36x8	DP36x8	Wau KU	6-41/4x43/4	43.3	Zen.	G.	Apo.	A-L*.	D.B-L.	B-L55 Max	Spi.	Tim 65706D H	W	F.	B†.	Tim.	Ros.	7240
Chicago 35C	3½	.....	Opt.	S36x5	S36x10	Wau CU	4-43/8x53/4	30.6	Zen.	G.	Apo.	A-L‡.	D.B-L.	B-L55 Max	Spi.	Tim 66702DH	W	F.	B†.	Tim.	Ros.	8570
Chicago 40C, 70C	4, 5½	.....	Opt.	S36x6	S36°x12°	Wau EU	4-5x61/4	40.0	Zen.	G.	Apo.	A-L‡.	D.B-L.	B-L70 Max	Spi.	Tim66702°DH	W	F.	B‡.	Tim.	Ros.	10175
Chicago 36D	5½	.....	173°	P34x7	P36x8	Wau KU	6-41/4x43/4	43.3	Zen.	G.	A-L.	A-L.	D.B-L.	B-L55 Max	Spi.	.....	W	F.	B‡‡.	Tim.	Ros.	8800
Chicago 64D	5½	.....	168½°	S36x6	S36x10	Wau EU	4-5x61/4	40.0	Zen.	G.	A-L.	A-L.	D.B-L.	B-L70 Max	Spi.	.....	W	F.	B‡‡.	Tim.	Ros.	13000
Chicago 66D	5½	.....	175¾°	S36x6	S36x12	Wau 6AB	6-41/2x53/4	48.6	Zen.	G.	A-L.	A-L.	D.B-L.	B-L70 Max	Spi.	.....	W	F.	B‡‡.	Tim.	Ros.	13000
Chicago 46D	5½	.....	Opt.	P36x8	DP36x8	Wau KU	6-41/4x43/4	43.3	Zen.	G.	A-L.	A-L.	D.B-L.	B-L70 Max	Spi.	Tim65793-4DH	W	F.	B‡‡.	Tim.	Ros.	12480
Chicago 56D	5½	.....	Opt.	P36x8	DP36x8	Wau AB	6-41/2x53/4	48.6	Zen.	G.	A-L.	A-L.	D.B-L.	B-L70 Max	Spi.	Tim65793-4DH	W	F.	B‡‡.	Tim.	Ros.	12600
Clinton 20B	1¼	.....	150	P30x5	P30x5	Bud WTU	4-33/4x51/8	22.5	Zen.	V.	Spl.	D-R.	D.B-L.	B-L 31.	Blo	Cla B501	B.	½	A*.	Shu.	Ros.	3750
Clinton 32	1½	.....	150	P32x6	P32x6	Bud WTU	4-33/4x51/8	22.5	Zen.	V.	Spl.	D-R.	D.B-L.	B-L 31.	Blo	Cla 501	B.	½	A*.	Shu.	Ros.	3950
Clinton 45	2	.....	162	S34x4‡	DS34x4‡	Bud KTU	4-4x51/4	25.6	Zen.	V.	Spl.	D-R.	D.B-L.	B-L 35.	Blo	Tim 65000H	W	½	A*.	Tim.	Ros.	4875
Clinton 65	3	.....	184	S34x5‡	DS34x5‡	Bud ETU	4-41/4x51/2	28.9	Zen.	V.	Spl.	D-R.	D.B-L.	B-L 55.	Blo	Tim 65706HP	W	F.	A.	Tim.	Ros.	5925
Clinton 65-6	3	.....	154	P38x7	DP38x7	Bud DW6	6-33/4x5	33.7	Zen.	V.	Spl.	D-R.	D.B-L.	B-L 55.	Blo	Tim 65706HP.	W	F.	B†.	Tim.	Ros.	....
Clinton 85-6	3½	.....	190	P34x7	DP34x7	Bud BUS.	6-4x51/4	38.4	Str.	V.	Spl.	D-R.	B-L.	B-L 55.	Blo	Tim 65706HP.	W	F.	B*.	Tim.	Ros.	5975
Clinton 90, 90M	4	.....	190	S36x5	DS36x6	Bud YTU	4-41/2x6	32.4	Zen.	V.	Spl.	D-R.	D.B-L.	B-L 55°.	Blo	Tim 66600.	W	F.	A*.	Tim.	Ros.	8000°
Clinton 120L	5	.....	120	S36x6	DS40x7	Bud BTU	4-5x61/2	40.0	Zen.	V.	Spl.	Bos-A.	D.B-L.	B-L 60.	Blo	Tim68702DHP	W	F.	A†.	Tim.	Ros.	9550
Clinton 120LM	5	.....	204	S36x6	DS40x7	Bud BTU	4-5x61/2	40.0	Zen.	V.	Spl.	Bos-A.	D.B-L.	B-L60 Max	Blo	Tim68702DHP	W	F.	A†.	Tim.	Ros.	9650
Clinton 120SM	5½	.....	172	S36x6	S40x14	Bud BTU	4-5x61/2	40.0	Zen.	V.	Spl.	D-R.	D.B-L.	B-L 60.	Blo	Tim68702DHP	W	F.	A*.	Tim	Ros	9500
Clydesdale 16, 10A	1, 1½	.....	140°	P34x5	P34x5	Con S4	4-41/4x41/2	28.9	Zen.	V.	Bos-A	Bos-A	D.B-L	B-L 31.	Spi.	Tim 5620°	B*.	F°.	A.	Tim.	Ros.	3450°
Clydesdale 12, 14	1½	.....	153°	P32x6	P32x6	Con 8-R	6-33/8x41/2	27.3	Str.	V.	Bos-A.	Bos-A.	D.B-L.	B-L 31.	Spi.	Tim 6258.	W	½	A*.	Tim.	Ros.	3600°
Clydesdale 9	2	.....	160°	S34x4	S34x6	Con S4	4-41/4x41/2	28.9	Zen.	V.	Bos-A.	Bos-A.	D.B-L.	B-L 35.	Spi.	Tim 64600.	W.	½	A*.	Tim.	Ros.	4600
Clydesdale 8, 6X	2½	.....	156°	S36x4	S36x8	Con K4	4-41/2x51/4	27.2	Zen.	V.	Bos-A.	Bos-A*.	D.B-L.	B-L 35°.	Spi.	Tim 6566.	W	F.	A*.	Tim.	Ros.	5300°
Clydesdale 6, 4X	3, 3½	.....	163°	S36x5	DS36°x5	Con L4	4-41/2x51/2	32.4	Zen.	V.	Bos-A.	Bos-A*.	D.B-L.	B-L 51°.	Spi.	Tim 6566°	W	F.	A*.	Tim.	Ros.	5850°
Clydesdale 4	3½	.....	177°	S36x6	DS40x6	Con B5	4-43/4x6	36.0	Zen.	V.	Bos-A.	Bos-A*.	D.B-L.	B-L60 Max	Spi.	Tim 6666.	W	F.	A*.	Tim.	Ros.	7500

TRUCK CHASSIS

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Clydesdale 2	5	.....	176°	S36x7	DS40x7	Con B7	4-5x6	40.0	Zen	V	Bos-A	Bos-A*	D.B-L	B-L 60 Max	Spi	Tim 6760	W	F	A*	Tim	Ros	9750
Coleman C-25, C-25D	2, 2½	.....	109°	P34°x7	P34°x7	Bud DW6	6-3¾x5	27.3	Str	V	D-R	D-R	D.Ful	Ful GU12°	Spi	Own	W°	F	A°°	Own°	Ros	6100°
Coleman D-40	3	.....	130	P40x8	P30x8	Bud DW6	6-3¾x5	33.7	Str	V	D-R	D-R	D.Ful	Ful RU16	Spi	Wis	R	F	E*	Wis	Ros	8500
Coleman D40X	3½, 5	.....	130°	P40°x8°	P40°x8°	Bud BA°	6-4½x5½	40.8	Zen	V	D-R	D-R	D.Ful	Ful RU16	Spi	Wis°	R	F	E	Wis	Ros	9100°
Coleman X100F, F75	5, 5½	.....	144	P42x9	P°42x9	Bud GL	6-4½x6	48.6	Str	V	D-R	D-R	D.Ful	Ful HU16	Spi	Wis 122°	R	F	E	Wis	Ros	10300°
Coleman F75S	5½	.....	144	P42x9	DP42x9	Bud GF	6-4¾x6	54.2	Str	V	D-R	D-R	D.Ful	Ful HU16	Spi	Wis HD	R	F	E	Wis	Ros	11500
Commerce S11	1, 1½, 2	1600°	142	P30°x5	P°30°x5°	Bud HS6	6-3½x4½	27.3	Zen	V	A-L	A-L	P.B-L	B-L 20	Blo	Col 54028	S	F	G	Col	Han	3900°
Commerce 40Z	1½	2990	168	P34x5	DP34x5	Bud DS6	6-3½x5	31.5	Zen	V	A-L	A-L	D.B-L	B-L 35	Blo	Tim 63702	W	F	G	Tim	Han	4700
Commerce 40	2, 2½	3240	168	P36x6	DP36x6	Bud DS6	6-3½x5	31.5	Zen	V	A-L	A-L	D.B-L	B-L 35	Blo	Tim 63702	W	F	G	Tim	Han	4900°
Commerce 60	1½	4580	175	P36x6	DP36x6	Bud BUS	6-4x5½	38.4	Zen	V	A-L	A-L	D.B-L	B-L 51-5	Blo	Tim 65706D H	W	F	G	Tim	Han	7000
Commerce 60	3	4680	175	P36x6	DP38x7	Bud BUS	6-4x5½	38.4	Zen	V	A-L	A-L	P.B&B	Cov SHO	Blo	Own 74	R	F	A	Tim	Ros	8400
Commerce 80	3½, 4	5250°	175	S36x6	S36x12°	Bud BA6	6-4½x5½	40.8	Zen	V	A-L	A-L	P.B&B°	Cov SHO°	Blo	Own 74°	R	F	A	Tim	Ros	8600°
Commerce 100, 100ZB	5	5830	175	S36x6	S36°x14	Bud BA6	6-4½x5½	40.8	Zen	V	A-L	A-L	Own	B-L 60 Max	Blo	Tim 68700DP	W	F	B	Tim	Ros	9600
Concord GX-6, JX-6	2	.....	163°	P32°x6°	DP32°x6°	Bud DW6	6-3¾x5	33.7	Zen	V	A-L	A-L	D.B-L	B-L 35°	Blo	Wis° 4610°	R	F	A‡	Tim	Ros	5140°
Concord JLX-6	3½	.....	202¼	P34x7	DP34x7	Bud BA6	6-4½x5½	40.8	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Tim 65706D	W	F	B‡	Tim	Ros	7000
Corbitt 620, 7B6	1½, 1½	.....	137°	P32x6	P32x6	Con 18E	6-3½x4	27.3	Zen	V	D-R	D-R	D.B-L	B-L 20	Spi	Tim 52000H	S°	F	G†	Tim	Ros	3380°
Corbitt 630	1½	.....	150	P32x6	P32x6	Con 16C	6-3½x4½	27.3	Zen	V	D-R	D-R	D.B-L	B-L 20	Spi	Tim 5400H	B	F	G†	Tim	Ros	3860
Corbitt 9B6	2	.....	150	P32x6	DP32x6	Con 16C	6-3½x4½	27.3	Zen	V	D-R	D-R	D.B-L	B-L 20	Spi	Tim 54000H	S	F	G†	Tim	Ros	4200
Corbitt 12B6, 12W6	2½	.....	170°	P32x6	DP32x6	Con 16R	6-4x4½	38.2	Zen	V	Eis	D-R‡	D.B-L	B-L 51	Spi	Tim 56001H°	B	F	G†	Tim	Ros	4860°
Corbitt 15B6, 15W6	3	.....	174°	P34x7	DP34x7	Con 16R	6-4x4½	38.4	Zen	V	D-R	D-R	D.B-L	B-L 51	Spi	Tim 58000-H°	B	F	A‡	Tim	Ros	5870°
Corbitt 66 (18W6)	4	.....	178	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Zen	V	D-R	D-R	D.B-L	B-L 55	Spi	Tim 65706D	W	F	A‡	Tim	Ros	6530
Corbitt 70S	5	.....	195	S36x6	DS40x6	Con 20R	6-4½x4¾	40.0	Zen	V	D-R	D-R	D.B-L	B-L 60 Max	Spi	Tim 68700-D	W	F	A‡	Tim	Ros	9410
Corbitt 86 (24W6)	5	.....	195	P36x8	DP36x8	Con 20R	6-4½x4¾	40.8	Zen	V	D-R	D-R	D.B-L	B-L 55	Spi	Tim 66704-D	W	F	A‡	Tim	Ros	7680
Day-Elder MF, GF	1½, 1½	1345°	131°	P30x5	P°30x5	Con 16C	6-3½x4½	27.3	Zen	V	D-R	D-R	D.B-L	B-L 20A	Spi	Tim 52000H°	B	F	G	Tim	Ros	3500°
Day-Elder HF	2	2500	156	S34x4‡	S34x7‡	Con 16C	6-3½x4½	27.3	Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 63702H	W	F	G	Tim	Ros	4900
Day-Elder HBF	2	2500	156	P32x6	DP32x6	Con 16C	6-3½x4½	27.3	Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 54000H	'	F	G	Tim	Ros	4800
Day-Elder JF	3	3900	156	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Zen	V	D-R	D-R	D.B-L	B-L 51	Spi	Tim 65001H	W	F	G	Tim	Ros	6900
Day-Elder KF	4	5000	162	S36x5‡	S36x12‡	Con 21R	6-4¾x4¾	45.9	Zen	V	D-R	D-R	D.B-L	B-L 60	Spi	Tim 66702DH	W	F	G	Tim	Ros	9200
Defiance RU-45	1¼	.....	145	P32x6	P32x6	Con	6-3¼x4½	25.3	Zen	V	A-L	A-L	D.Ful	Ful KU	Spi	Cla 365	S	½	A	Shu	Gem	2910
Defiance TT50C	1½	.....	175	P32x6	DP32x6	Con	6-3½x4½	27.3	Zen	V	A-L	A-L	D.Ful	Ful	Spi	Cla 501	S	½	A	Shu	Gem	4700
Defiance TT62T	2	.....	175	P32x6	DP32x6	Con S4	4-4¼x4½	28.9	Zen	V	A-L	A-L	D.Ful	Ful	Spi	Tim 6460	W	½	A	Shu	Ros	5400
Defiance OX	2½	.....	175	P32x6	DP32x6	Con 6B	6-3¾x5	33.7	Zen	V	A-L	A-L	D.Ful	Ful	Spi	Wis	R	F	A	Shu	Ros	6200
Defiance OXH	2½	.....	175	P32x6	DP32x6	Her WXC	6-4x4½	38.4	Zen	V	A-L	A-L	D.Ful	Ful	Spi	Wis	R	F	A	Shu	Ros	6400
Denby 41, 41A, 43	1, 1½, 2½	.....	128°	P°34°x5	P°34°5°	Her OX	4-4x5	25.6	Zen	G	A-L	A-L	D.Ful	Ful°	U-P	Col° 54005°	S°	¾°	...	Con	Ros	3315°
Denby 27	4	.....	170	S36x5	S36x12	Con L4	4-4½x5½	32.4	Zen	G	Eis	...	D. Ful	Ful	U-P	Cla	I	D	...	Tim	Ros	7020
Denby 210	5	.....	170	S36x6	DS40x6	Con B5	4-4¾x6	36.1	Zen	G	Eis	...	D.Ful	Ful HU	U-P	Cla	...	D	...	Tim	Ros	8590
Diamond T-215	1	885	135	P30x5	P30x5	Bud	6-3½x4	27.3	Zen	O	A-L	A-L	P.B&B	W-G	Spi	Tim	S	F	G†	Tim	Ros	2850
Diamond T-200	1	785	128½	P30x5	P30x5	Bud	4-3¾x4½	22.5	Zen	O	A-L	A-L	P.B&B	W-G	Spi	Tim	S	F	G†	Tim	Ros	2700
Diamond T290	1½	1475	156¼°	P30x5	DP30x5	Her WXA2	6-3½x4½	29.4	Zen	V	A-L	A-L	D.Cov	Cov	Spi	Col	S	F	G†	Col	Ros	4160
Diamond T302	2	1650	157¾°	P32x6	DP32x6	Her WXB	6-3¾x4½	33.7	Zen	V	A-L	A-L	D.Cov	Cov	Spi	Cla	S	½	G†	Cla	Ros	4600
Diamond T550, T502	2½	2195°	165°	P32°x6°	DP32°x6°	Her WXC	6-4x4½	38.4	Zen	V	A-L	A-L	D.Cov	Cov	Spi	Cla°	S°	½°	6†‡	Cla°	Ros	5400°
Diamond T505	2½	2875	171½	P34x7	DP34x7	Her WXC	6-4x4½	38.4	Zen	V	A-L	A-L	D.Cov	Cov	Spi	Wis	R	F	6†‡	Shu	Ros	5850
Diamond T-602, T700	3, 3½	3440°	169½°	P36x8°	DP°36x8	Her YXC	6-4¾x4¾	45.9	Zen	G	A-L	A-L	D.Cov	Cov	Spi	Tim 65706H°	W	F	6†‡	Shu°	Ros	7450°
Diamond T-606	3	.....	176	P36x8	DP36x8	Her YXC	6-4¾x4¾	45.9	Zen	G	A-L	A-L	D.Cov	Cov	Spi	Wis	R	F	6†‡	Shu	Ros	7400
Diamond T801 6-wheel	4	4140	189½	P36x8	P36x8	Her YXC	6-4¾x4¾	45.9	Zen	G	A-L	A-L	D.Cov	B-L	Spi	Tim	W	...	6†‡	Tim	Ros	8290
Diamond T1000	5	4420	170½°	S36x6	S40x12	Her YXC2	6-4½x4¾	48.6	Zen	G	A-L	A-L	D.Cov	B-L	Spi	Tim	W	F	b†‡	Tim	Ros	10000
Diamond T-1600 6 whl	5½	6220	174½	P36x8	DP36x8	Her YXC3	6-4¾x4¾	51.3	Zen	V	A-L	A-L	D.Cov	B-L 60 Max	Spi	Tim	W	F	G°	Tim	Ros	11700
Diamond T-2500 6 whl	5½	8000	194°	S36x7	S36x12	Wau 6RB	6-5x5¾	60.0	Zen	G	Bos-A	A-L	D.B-L	B-L 70	Spi	Tim	W	F	G°	Tim	Ros	13000
Diamond T 302-2	TT	.....	135½	P32x6	DP32x6	Her WXB	6-3¾x4½	33.7	Zen	V	A-L	A-L	D.Cov	Cov	Spi	Cla	S	½	G†	Cla	Ros	4500
Dia. T502-2½, 550-2½	TT	.....	141½°	P34x7°	DP34°x7°	Her WXC	6-4x4½	38.4	Zen	V	A-L	A-L	D.Cov	Cov	Spi	Tim°	W°	F°	g†‡	Tim°	Ros	5700°
Diamond T 602-3 Ton	TT	.....	149½	P36x8	DP36x8	Her YXC	6-4¾x4¾	45.9	Zen	G	A-L	A-L	D.Cov	B-L	Spi	Tim	W	F	g†‡	Shu	Ros	7300
Dixon	3, 3½	4200°	156°	S36x5°	S36x10	Her G	4-4¾x5¾	36.1	Zen	V	Eis	D-R	D.Ful	Ful HU°	Spi	Tim 65700D°	W	F	A	Shu	Ros	6100°
Dixon	5	4800	160	S36x5	S36x12	Her G	4-4¾x5¾	36.1	Zen	V	Eis	D-R	D.Ful	Ful	Spi	Tim 6666	W	F	A	Shu	Ros	8100
Dodge Brothers	½, ¾	.....	109°	B4.75/20	B4.75/20	Own	4-3½x4½	21.0	Car	V	D-R	N-E°	P.Roe°	Own	Own°	Own	S	½	G	Own	Gem°	1900°
Dodge Brothers	¾	725	124	P30x5	P30x5	Own	4-3½x4½	21.0	Car	V	D-R	D-R	P.B&B	W-G	Spi	Own	S	½	G	Own	Han	2380
Dodge Brothers	¾	775	124	B5.50/20	B5.50/20	Own	6-3½x3⅞	27.3	Zen	V	N-E	N-E	P.B&B	W-G	Spi	Own	S	½	G	Own	Han	2360
Dodge Brothers	¾	825	124	P30x5	P30x5	Own	6-3½x3⅞	27.3	Zen	V	N-E	N-E	P.B&B	W-G	Spi	Own	S	½	G	Own	Han	2480
Dodge Brothers	1	.....	140°	P°32°x6°	P32°x6°	Own	6-3½x3⅞	27.3	Ste°	V	N-E°	N-E°	P.B&B	W-G°	U-P	Own	S	½	G	Own	Han	3000°
Dodge Brothers	1½	.....	150°	P34°x5°	P36°x6°	Own	6-3½x3⅞	27.3	Zen	V	N-E	N-E	P.B&B	Own	U-P	Own	S	½	G†	Own	Ros	3740°
Dodge Brothers	2	.....	150°	P32x6	P°34x7°	Own	6-3½x4½	27.3	Zen	V	N-E	N-E	P.B&B	Own	U-P	Own	S	½	G†	Own	Han	3930°
Dodge Brothers	3	1745°	135°	P32°x6°	DP32°x6°	Own	6-3½x4½	27.3	Zen	V	N-E	N-E	P.B&B	Own	U-P	Own	S	½	G†	Own	Han	4235°
Double Drive	3½	.....	Opt	S36x7‡	S36x8‡	Her K	4-4¼x5¾	28.9	Zen	V	Spl	N-E	B&B	Cot RU	Own	Own D2	R	F	B	Own	Ros	.....
Dover	¾	595	110½	B30x5	B5.50/30	Own Super 6	6-2¾x4½	18.2	Mar	V	A-L	A-L	D.Own	Own	Spi	Own	S	½	K	Own	Gem	1965
Duplex GF	1½	.....	142	P32x6	P34x7	Bud WTU	4-3¾x5½	22.5	Zen	V	A-L	A-L	D.B-L	B-L	Pet	Tim 64600	W	½	A*	Shu	Ros	4700
Duplex GS	1½	.....	142	P32x6	P34x7	Bud HS6	6-3½x4½	27.3	Zen	V	A-L	A-L	D.B-L	B-L	Pet	Tim 64600	W	½	A*	Shu	Ros	4800
Duplex S	2	.....	160	P32x6	P36x8	Bud DW6	6-3¾x5	33.7	Str	V	A-L	A-L	D.B-L	B-L	Pet	Tim 65001	W	F	A*	Shu	Ros	5600
Duplex FAC, EF	3, 3½	.....	166°	S34°x5°	S36x8	Bud EBU-I	4-4¼x5½	28.9	Zen	V	Eis	A-L	D.B-L	B-L 51°	Pet	Tim°65706°...	W°	F	A*	Shu°	Ros°	7200°
Duplex SAC	3	.....	166	S34x5	S36x8	Bud BA6	6-4½x5½	40.8	Zen	V	A-L	A-L	D.B-L	B-L 55	Pet	Tim 65706	W	F	A*	Shu	Ros	7400
Duplex M 5-7	5	.....	Opt	P34x7	DS36x7	Bud GL6	6-4½x6	48.6	Str	V	A-L	A-L	D.B-L	B-L 70	Pet	Tim 68700	W	F	A*	Shu	Ros	10000
Durant Com. Ch	½, ¾	495	107	B4.75/28	B4.75/28	Con	4-3¾x4¼	18.2	Til	V	A-L	A-L	P.Own	Own	Spi	Own	S	½	E*	Own	Own	1650
Eagle 6-10, 6-25	1¼, 2½	.....	130°	P30x5	P30x5	Con 18E	6-3¾x4	27.3	Zen	V	A-L	A-L	D.Cov	Cov JUC°	Pet	Tim 52000H°	B	F	G	Tim	Ros	3000°
Eagle 6-20	3	.....	153	P32x6	P32x6	Her WXB	6-3¾x4½	33.7	Zen	V	A-L	A-L	D.B-L	Cov W4C	Pet	Tim 63720H	W	F	G	Tim	Ros	5500
Eagle 6-30	4	.....	160	P34x7	P34x7	Her WXC	6-4x4½	38.4	Zen	V	A-L	A-L	D.B-L	B-L 55	Pet	Tim 65000H	W	F	G	Tim	Ros	7000
Eagle 6-40	5	.....	160	P36x8	P36x8	Her YXC	6-4¾x4¾	45.9	Zen	V	A-L	A-L	D.B-L	B-L 60	Pet	Tim 65706DH	W	F	G	Tim	Ros	8000
Fageol 106	1¼	1425	161	B7.00/32	B7.00/32	Wau TS	6-3½x4¾	23.4	Zen	V	D-R	D-R	D.B-L	B-L 20	Spi	Tim 52000	B	F	G	Tim	Ros	3975
Fageol 130	2	2050	156°	P30x5	DP30x5	Wau V	4-4x5	25.6	Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 54000H	B	F	G†	Tim	Ros	4500
Fageol 135	2	2250	162°	P30x5	DP30x5	Wau XL	6-3½x4½	29.4	Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 54000H	B	F	G†	Tim	Ros	4800
Fageol 250	2½	3100	178°	P32x6	DP32x6	Wau XK	6-3¾x4½	33.7	Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 56000H	W	F	G†	Tim	Ros	5250
Fageol 340	3	4750	182°	P36x6	DP36x6	Wau CU	4-4¾x5¾	30.6	Zen	V	D-R	D-R	D.B-L	B-L 55 & 60	Spi	Tim 65700	W	F	B‡	Tim	Ros	7820
Fageol 365	3	4200	182	P36x6	DP36x6	Wau KS	6-4x4¾	38.4	Zen	V	D-R	D-R	D.B-L	B-L 51	Spi	Tim 65000H	W	...	B‡	Tim	Han	7250
Fageol 370, 470	3, 4	5200°	182°	P36x6	DP36x6	Wau SRL	6-4¾x5½	43.3	Zen	V	D-R	D-R	D.B-L	B-L 55 & 60	Spi	Tim 65700	W	F	B‡	Tim	Ros	8080°
Fageol 445	4	5650	183½°	P36x6	DP36x6	Wau DU	4-4½x6¼	32.4	Zen	V	D-R	D-R	D.B-L	B-L 55 & 60	Spi	Tim 66700	W	F	B‡	Tim	Ros	9300
Fageol 485	4	6400	184¼°	P36x6	DP36x6	Wau AB	6-4½x5¾	48.6	Zen	V	D-R	D-R	D.B-L	B-L 55 & 60	Spi	Tim 66700	W	F	B‡	Tim	Ros	9800
Fageol 10-66A	5½	8850	229½	P36x6	DP36x6	Wau AB	6-4½x5¾	48.6	Zen	V	D-R	D-R	D.B-L	B-L 55 & 60	Spi	Tim 65700	W	F	B°	Tim	Ros	12870
Fageol 10-66-C	5½	9100	231½°	P36x6	DP36x6	Wau AB	6-4½x5¾	48.6	Zen	V	D-R	D-R	D.B-L	B-L 55 & 60	Spi	Tim 66700	W	F	B°	Tim	Ros	13700
Fargo Packet Freight	½, 1	595°	.....	B5.00/19	B5.00°/19°	Own	6-3x4½	21.6	Str	V	N-E	N-E	D.Own	Own	Own°	Own°	S	½	E†	Own	War	1935°
Fargo Clipper	¾	725	.....	B5.50/18	B5.50/18	Own	6-3½x4¼	23.4	Str	V	D-R	D-R	D.Own	Own	Own	Own	S	½	E†	Own	...	2340
Federal 4FW	1	.....	127	P30x5	P30x5	Wau XA	4-3½x4½	19.6	Zen	V	D-R	D-R	P.B&B	W-G T9	Spi	Cla B370	B	F	G†	Cla	Gem	2975
Federal E6	1	.....	132	P30x5	P30x5	Con 17E	6-3¾x4	27.3	Zen	V	D-R	D-R	P.B&B	W-G T9	Spi	Cla B370	B	F	G†	Cla	Gem	3120
Federal F7, A6	1½, 2	.....	132°	P30°x5°	DP30°x5°	Con 16C	6-3½x4½	27.3	Zen	V	D-R	D-R	P.B&B	Own	Pet	Tim°52005H°	B	F	G†	Tim°	Gem°	3750°
Federal A6T	2½	.....	151	P32x6	DP32x6	Con 16C	6-3½x4½	27.3	Zen	V	D-R	D-R	P.B&B	Own	Pet	Tim 58000H	B	F	6†‡	Cla	Ros	4950
Federal 2½-3 Ton T10B	2½, 3	.....	165	P34x7	DP34x7	Con 16R	6-4x4½	38.4	Zen	V	D-R	D-R	P.B&B	Own	Pet	Tim 58000A	W	F	6†‡	Own	Ros	6600
Federal 2½-3 Ton T10W	2½, 3	.....	165	P34x7	DP34x7	Con 16R	6-4x4½	38.4	Zen	V	D-R	D-R	P.B&B	Own	Pet	Tim 65001H	W	F	6†‡	Own	Ros	6600
Federal U6	3, 3½	.....	165	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Str	V	D-R	D-R	P.B&B	B-L 55	Pet	Tim 65706HP	W	F	6†‡	Own	Ros	7210
Federal 4C6-A, 4CAB	4, 5	.....	192	P36x8	DP36x8	Con 20R	6-4½x4¾	40.8	Zen	V	D-R	D-R	P.B&B	B-L 55	Pet	Tim 66704HP°	W	F	6†‡	Own	Ros	8320°
Federal X8	7½	.....	162	S36x6	S40x14	Con B7	4-5x6	40.0	Zen	V	Bos-A	D-R	P.B&B	B-L 60	Pet	Tim 68700DP	W	F	B*‡	Own	Gem	9750
Federal 7½ Ton X8R	7½	.....	162	P40x8	DP40x8	Con 21R	6-4¾x4¾	45.9	Zen	V	D-R	D-R	P.B&B	B-L 60	Pet	Tim 68700DP	W	F	B*‡	Own	Gem	10000
Fisher Jr. Express	1	.....	140	P30x5	P30x5	Con 31L	6-2⅞x4¾	19.8	Zen	V	A-L	A-L	. Lon	M.M. L U	Blo	Tim 52000°P	S	½	G†	Tim	Ros	3250
Fisher Fast Freight	1½	.....	146	P30x5	P32x6	Con S4	4-4¼x4½	28.9	Zen	V	A-L	A-L	D.B-L	B-L 35	Blo	Col 5413	B	F	E†	Col	Ros	3500
Fisher Mer. Ex	2	.....	146	S°34°x5°	S°34°x7°	Con 16C	6-3⅜x4½	27.3	Zen	V	A-L	A-L	D.Cov	Cov W4C	Blo	Tim 63720H°	W°	F	G†	Tim	Ros	4500°
Fisher Heavy Duty	2½	.....	155	P32x6	DP32x6	Con 16-R	6-4x4½	38.4	Str	V	A-L	A-L	D.B-L	B-L 35A	Blo	Tim 58000H	B	F	G†	Tim	Ros	4800
Fisher Heavy Duty	2½	.....	155	S36x5	S36x8	Con 16-R	6-4x4½	38.4	Str	V	A-L	A-L	D.B-L	B-L 35A	Blo	Tim 65000H	W	F	G†	Tim	Ros	5150
Fisher Super 6	3½	.....	156½	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Zen	V	A-L	A-L	D.B-L	B-L 55	Blo	Tim 58000H	B	F	G†	Tim	Ros	4900
Fisher Super 6	3½	.....	156½	P34x7	DP34x7	Con 20R	6-4½x4¾	40.8	Zen	V	A-L	A-L	D.B-L	B-L 55	Blo	Tim 65706H	B	F	G†	Tim	Ros	4900

AMERICAN GASOLINE

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Ford AA	1½	520	131½	B6.00/20	P32x6	Own	4-3⅞x4¼	24.0	Zen.	G.	Own	Own	P.Lon.	Own	Own	Own	W	¾	E*	Own	Own	2485
Freeman DW 144	3	4900	144°	P36x7	DP36x7	Bud DW6	6-3¾x5	33.7	Str.	E.	Bos-R.		D.Ful.	Ful HU16	Cle.	Own	I.	F.	E.	Own	Woh	
Freeman BA	5		144°	P36x8	DP36x8	Bud BA6	6-4½x5⅛	48.6	Str.	V.	Bos-R.	Bos-R.	D.Ful.	Ful HU16	Cle.	Own	I.	F.	E.	Own	Woh	
Freeman GL	5½		144°	P38x9	DP38x9	Bud GL6	6-4½x6	48.6	Str.	E.	Bos-R.	Bos-R.	D.Ful.	Ful HU16	Cle.	Own	I.	F.	E.	Own	Woh	
F. W. D. H., H4	1½	3300°	121°	P34°x7°	P34°x7°.	Wis SU	4-4x5	25.6	Zen.	V.	Eis°	N-E°	D.Det.	Cot A	Blo	Own	B.	F.	B.	Own	Ros.	5300
F. W. D. BTL	2	3900	120	P36x8	P36x8	Wis SU	4-4x5	25.6	Zen.	V.	Eis	N-E	B-L.	B-L.	Blo	Own HT	B.	F.	B.	Own	Ros.	6000
F. W. D. H6	2	3425	133	P34x7	P34x7	Wau XL	6-3½x4½	29.4	Zen.	V.	N-E	N-E	D.B-L.	B-L 51	Blo	Own	B.	F.	H.	Own	Ros.	5500
F. W. D. HH6	2½		133	P36x8	P36x8	Wau XL	6-3½x4½	29.4	Zen.	V.	N-E	N-E	D.B-L.	B-L.	Blo	Own	B.	F.	B.	Own	Ros.	6000
F. W. D. B	3	4200	124°	S36x6	S36x6	Own A	4-4¾x5½	36.1	Str.	G.	Eis	N-E	O-H-S.	Cot DAF	Own	Own B	B.	F.	B.	Own	Ros.	6460
F. W. D. U-6	3½	4575	148	S36x6	S36x6	Wau	6-4x4¾	38.4	Zen.	V.	Eis	Non	O-H-S.	Own	Blo	Own U	B.	F.	B.	Own	Ros.	7200
F. W. D. MF6, X6	5, 5½	6500°	170°	P°36x8	P°36x8°	Wau	6-4¼x4¾	43.3	Zen.	V.	Eis	Non	O. H-S.	Own	Blo	Own X°	B.	F.	B.	Own	Ros.	9500°
Garford S11	1	1600°	142°	P30x5	P°30x5	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20.	Blo	Col 54028	S.	F.	G.	Col	Han.	3900°
Garford 40	1½	2990	168	P34x5	DP34x5	Bud DS6	6-3⅝x5	31.5	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo	Tim 63702	W	F.	G.	Tim.	Han.	4700
Garford 40	2, 2½	3240	168	P36x6	DP36x6	Bud DS6	6-3⅝x5	31.2	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo	Tim 63702	W	F.	G.	Tim.	Han.	4900°
Garford S11	2	2030	162	P32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B&B.	B-L 20.	Blo	Col 54028	S.	F.	G.	Col	Han.	4500
Garford 60	2½	4580	175	P36x6	DP36x6	Bud BUS	6-4x5⅛	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51-5	Blo	Tim 65706D H	W	F.	G*	Tim.	Han.	7000
Garford 60	3	4680	175	P36x6	S36x12	Bud BUS	6-4x5⅛	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo	Tim 65706DH	W	F.	G.	Tim.	Han.	7200
Garford 70	3½	5250	175	S36x6	S36x12	Bud BA6	6-4½x5⅛	40.8	Zen.	V.	A-L.	A-L.	P.B&B.	Cov SHO	Blo	Own 74	R.	F.	B.	Tim.	Ros.	8600
Garford 80, 100, 100ZB	4,5,5½	5830°	175	S36x6	S40x14	Bud BA6	6-4½x5⅛	40.8	Zen.	V.	A-L.	A-L.	Own	B-L 60 Max	Blo	Tim 68700DP	W	F.	B.	Tim.	Ros.	9600°
Gen. Mot. T11-1001	½	625	109⅝	B5.00/19	B5.50/19	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D R.	D-R.	P.Own	Pontiac	M.M	Pontiac	S.	½	G*	Pont.	Jac.	1885
Gen. Mot. T25-2501	¾	1285	127¾°	P32x6	P34x7	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	3450
Gen. Mot. T25-2502	¾	1245	127¾°	P30x5	DP30x5	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	3375
Gen. Mot. T25-2503	¾	1165	127¾°	B5.50/20	P32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	3300
Gen. Mot. T19-2001	1	1015	127¾°	P32x6	P34x7	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2950
Gen. Mot. T19-2002	1	975	127¾°	P30x5	DP30x5	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2875
Gen. Mot. T19-2003	1	895	127¾°	B5.50/20	P32x6	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2800
Gen. Mot. T25-2501	1	1285	127¾	P32x6	P34x7	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	3450
Gen. Mot. T25-2502	1	1245	127¾°	P30x5	DP30x5	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	3375
Gen. Mot. T19-2001	1¼	1015	127¾°	P32x6	P34x7	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2950
Gen. Mot. T19-2002	1¼	975	127¾°	P30x5	DP30x5	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2875
Gen. Mot. T19-2001	1½	1015	127¾°	P32x6	P34x7	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2950
Gen. Mot. T19-2002	1½	975	127¾°	P30x5	DP30x5	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2850
Gen. Mot. T30-3001	1½	1530	136°	P32x6	P36x8	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	4032
Gen. Mot. T30-3002	1½	1505	136°	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	3957
Gen. Mot. T30-3003	1½	1395	136°	B6.00/20	P34x7	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	3907
Gen. Mot. T25-2501	1½	1285	127¾°	P32x6	P34x7	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	3450
Gen. Mot. T25-2502	1½	1245	127¾°	P30x5	DP30x5	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	3375
Gen. Mot. T30-3001	1¾	1530	136°	P32x6	P36x8	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D-	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	4032
Gen. Mot. T30-3002	1¾	1505	136°	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	3957
Gen. Mot. T30-3001	2	1530	136°	P32x6	P36x8	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	4032
Gen. Mot. T30-3002	2	1505	136°	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	3957
Gen. Mot. T42-4001	2	1885	136°	P32x6	P38x9	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Own	S.	½	G*	Own	Jac.	4485
Gen. Mot. T42-4002	2	1790	136°	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Own	S.	½	G*	Own	Jac.	4435
Gen. Mot. T42-4003	2	1685	136°	B7.00/20	P36x8	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Own	S.	½	G*	Own	Jac.	4305
Gen. Mot. T42-4001	2½	1885	136°	P32x6	P38x9	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Own	S.	½	G*	Own	Jac.	4485
Gen. Mot. T42-4002	2½	1790	136°	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Own	S.	½	G.	Own	Jac.	4435
Gen. Mot. T42-4001	3	1885	136°	P32x6	P38x9	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Own	S.	½	G*	Own	Jac.	4485
Gen. Mot. T42 4002	3	1790	136°	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Own	S.	½	G*	Own	Jac.	4435
Gen. Mot. T60-5001	3	3215	140°	P38x7	P44x10	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	5873
Gen. Mot. T60-5002	3, 3½	3160	140°	P36x8	DP36x8	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	o208
Gen. Mot. T60-5003	3	2800	140°	P36x6	DP36x6	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	5873
Gen. Mot. T60-5001	3½	3215	140°	P38x7	P44x10	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	5873
Gen. Mot. T60-5002	3½	3160	140°	P36x8	DP36x8	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	6208
Gen. Mot. T60-5002	4	3160	140°	P36x8	DP36x8	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	6208
Gen. Mot. T60-5002	4½	3160	140°	P36x8	DP36x8	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	6208
Gen. Mot. T6101	5	3960	140¾°	P38x7	DP38x9	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 66704N	W.	F.	G*	Eat.	Jac.	6703
Gen. Mot. T60S-6102	5	3695	140¾°	P36x8	DP36x8	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 66704N	W.	F.	G*	Eat.	Jac.	6673
Gen. Mot. K102-6001	5	4250	160°	S36x6	S40x14	Own 89	4-4½x6½	32.4	Zen.	V.	Eis	D-R.	D. Own	Mun	Own	Tim 67600	W.	F.	A‡	Tim.	Jac.	9245
Gen. Mot. T60S-6101	5½	3960	140¾°	P38x7	DP38x9	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	D.	Mun	Spi.	Tim 66704N	W.	F.	G*	Eat.	Jac.	6703
Gen. Mot. K102-6001	5½	4250	160	S36x6	S40x14	Own RB-36	4-4½x6½	32.4	Zen.	V.	Eis	D-R.	D.Own	Mun	Own	Tim 67600	W.	F.	A‡	Tim.	Jac.	9245
Gen. Mot. T-19-3-4 ton	TT	990	127¾	P30x5	DP30x5	Pontiac	6-3⅛x3⅞	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 5261N	S.	½	G*	Tim.	Jac.	2875
Gen. Mot. T304-6 ton	TT	1520	136	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Eat 1616	S.	½	G*	Own	Jac.	3957
Gen. Mot. T-42 6-8 ton	TT	1805	136	P32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Own	S.	½	G*	Own	Jac.	4435
Gen. Mot. T-60 8-12 ton	TT	3175	140	P36x8	DP36x8	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 65706N	W.	F.	G*	Eat.	Jac.	6208
Gen. Mot. T60S 10-15 T.	TT	3975	140¾	P38x7	DP38x9	Buick	6-3⅝x5	31.5	Mar.	O.	D-R.	D-R.	P.Own	Mun	Spi.	Tim 66704N	W.	F.	G*	Eat.	Jac.	6703
Gotfredson RB24	1¼		131	P30x5	P30x5	Bud WTU	4-3¾x5½	22.5	Zen.	V.	D-R.	D-R.	P.B&B	B-L 20A.	Spi.	Tim 52000H	B.	½	G.	Tim.	Ros.	3200
Gotfredson RB-26,RB-36	1¼, 1½		136¾°	P30°x5°	P30°x5°	Own	6-3¾x4	27.3	Joh.	V.	D-R.	D-R.	D.B-L.	B-L 20-4	Spi.	Tim 52000H	B.	F.	I.	Tim.	Ros.	3400°
Gotfredson RB-46	2		Opt.	P32x6	DP32x6	Own	6-3¾x4½	33.7	Joh.	V.	D-R.	D-R.	D.B-L.	B-L 35-4	Spi.	Tim 54000H	B.	F.	I.	Tim.	Ros.	4740
Gotfredson RW44,RW54	2½, 3		165°	P34°x7°	P°34°x7°	Bud KBU-I.	4-4x5¼	25.6	Zen.	V.	D-R°	D-R.	D.B-L.	B-L 35°	Spi.	Tim 63721H°	W.	F.	G.	Tim.	Ros.	5050°
Gotfredson RW-46	2½		Opt.	P32x6	DP32x6	Own	6-3¾x4½	33.7	Joh.	V.	D-R.	D-R.	D.B-L.	B-L 35-4	Spi.	Tim 63702H	W.	F.	I.	Tim.	Ros.	4740
Gotfredson RB-56	3		Opt.	P34x7	DP34x7	Own	6-4x4½	38.4	Joh.	V.	D-R.	D-R.	D.B-L.	B-L 51-5	Spi.	Tim 56000	B.	F.	I.	Tim.	Ros.	
Gotfredson RW-56	3		Opt.	P34x7	DP34x7	Own	6-4x4½	38.4	Joh.	V.	D-R.	D-R.	D.B-L.	B-L 51-5	Spi.	Tim 65001HP	W.	F.	I.	Tim.	Ros.	
Gotfredson RW64A	3½		160	S36x5	S36x10	Bud EBU-I.	4-4¼x5½	32.4	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L55-7M	Spi.	Tim65706dhp	W.	F.	G.	Tim.	Ros.	
Gotfredson RW-66A	3½		Opt.	P36x8	DP36x8	Own	6-4¾x4¾	45.9	Joh.	V.	D-R.	D-R.	D.B-L.	B-L 55-7	Spi.	Tim65706dhp	W.	F.	I.	Tim.	Ros.	8400
Gotfredson RW84A	4		160	S36x6	DS40x7	Bud YBUI	4-4½x6	32.4	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L60 Max	Spi.	Tim66704dhp	W.	F.	B.	Tim.	Ros.	
Gotfredson RW-86A	5		Opt.	P38x9	DP38x9	Own	6-4½x4¾	48.6	Joh.	V.	D-R.	D-R.	D.B-L.	B-L.	Spi.	Tim66704dhp	W.	F.	I.	Tim.	Ros.	12000
Gotfredson RW104A	5½		169	S36x6	DS40x8	Bud BBU	4-5x6½	40.0	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L60 Max	Spi.	Tim 68700DP	W.	F.	B.	Tim.	Ros.	12400
Gotfredson RW106A	5½		173	S36x6	DS40x8	Bud GL6	6-4½x6	48.6	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L60 Max	Spi.	Tim 68700DP	W.	F.	B.	Tim.	Ros.	12400
Gramm B140	1½	1395	140°	P30x5	DP30x5	Lyc	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Jon.	Cov A-4 J.	Blo.	Tim 54000	B.	F.	I†	Col	Ros.	3800
Gramm C-160, D-160	2, 2½	1795°	160°	P32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	Zen.	O.	A-L.	A-L.	D.Jon.	Cov W4C.	Blo	Tim 56000°	B.	F.	I†	Col	Ros.	4820°
Gramm E-150	3	2795	150°	P34x7	DP34x7	Lyc ST	6-3⅞x5	36.2	Zen.	O.	A-L.	A-L.	D.Jon.	Cov W4C.	Blo	Wis 6617B.	R.	F.	H*	Col	Ros.	5200
Gramm EY-190	3	3535	190	P32x6	DP32x6	Con 20-R	6-4½x4¾	40.8	Zen.	O.	A-L.	A-L.	D.Ful.	FulMGU14	Blo	Wis 4657B.	R.	F.	H‡*	Eat.	Ros.	6750
Gramm 35, 38L.B	3	3595	153°	S36x5‡	S36x10‡	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 8800°	R.	F.	B*.	Wis°.	Ros.	7100
Gramm GY-210	4	4345	210°	P34x7	DP34x7	Con 21R	6-4¾x4¾	45.9	Zen.	O.	A-L.	A-L.	D Ful.	FulMGU14	Blo	Wis 6647	R.	F.	H*‡	Eat.	Ros.	7200
Gramm 45, 48 L.B	4	3995	153°	S36x5‡	S36x12‡	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H°.	Blo	Wis 1450°	R.	F.	B*.	Wis°.	Ros	7600
Gramm HY-236	5	6545	236°	P36x8	DP36x8	Con 16H	6-4¾x5¾	54.1	Zen.	O.	A-L.	A-L.	D.Ful.	Ful HU-6.	Blo	Wis 12527KW.	R.	F.	I°.	Tim.	Ros	9600
Gramm 60	5, 5½	4745	153°	S36x6	S36x14	Her G	4-4¾x5¾	36.1	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 1700	R.	F.	B*.	Wis.	Ros.	8700
Gramm 60	5, 5½	4745	153°	S36x6	S36x14	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 1700	R.	F.	B*.	Wis.	Ros.	8700
Gramm 60	5½	4745	153°	S36x6	S36x14	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 1700	R.	F.	B*.	Wis.	Ros.	8700
Gramm B-118-3 ton	TT	1445	118	P30x5	DP30x5	Lyc 4SL	6-3¼x4½	25.3	Zen.	O.	A-L.	A-L.	P.Jon.	Cov A-4J.	Blo	Tim 54000	B.	F.	I‡	Col	Ros.	3875
Gramm C-122-4 ton	TT	1845	122	P32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	Zen.	O.	A-L.	A-L.	D.Jon.	Cov W4J.	Blo	Tim 56000	B.	F.	I‡	Col	Ros.	4820
Gramm D-122-5 ton	TT	2045	122	P32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	Zen.	O.	A-L.	A-L.	D.Jon.	Cov W4J.	Blo	Wis 4626-L	R.	F.	I‡	Col	Ros.	5020
Gramm E-118-6 ton	TT	2845	118	P34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	Zen.	O.	A-L.	A-L.	D.Jon.	Cov W4J.	Blo	Wis 6617-B	R.	F.	H*	Col	Ros.	5200
Gramm 45-10 ton	TT	4045	153°	S36x5‡	S36x12‡	Her L	4-4½x5¾	32.4	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 1450	R.	F.	B*.	Wis.	Ros.	7600
Gramm 45-10 ton	TT	4045	153°	S36x5‡	S36x12‡	Lyc TS	6-3⅞x5	36.2	Zen.	O.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 1450	R.	F.	B*.	Wis.	Ros.	7600
Gramm 60-15 ton	TT	4795	153°	S36x6	S36x14	Her G	4-4¾x5¾	36.1	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 1700	R.	F.	B*.	Wis.	Ros.	8700
Gramm 60-15 ton	TT	4795	153°	S36x6	S36x14	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo	Wis 1700	R.	F.	B*.	Wis.	Ros.	8700
Gramm-Bernstein 10	1		129	P30x5	P30x5	Lyc CT	4-3¾x5	22.5	Zen.	G.	A-L.	A-L.	D.Mun.	Mun T23.	Pic.	Sal A	B.	¾	B*.	Sal.	Ros.	3020
Gramm-Bernstein 10	1¼		129	P30x5	P30x5	Lyc CT	4-3¾x5	22.5	Zen.	G.	A-L.	A-L.	D.Mun.	Mun T23.	Pic.	Sal A	B.	¾	B*.	Sal.	Ros.	3020
Gramm-Bernstein 115	1½		146°	P30x5	P30x5	Lyc C4W	4-4x5	25.6	Zen.	G.	A-L.	A-L.	D.Ful.	Ful SU12.	Blo	Cla B504	B.	½	B*.	Shu.	Ros.	3650
Gramm-Bernstein 115S	2		149½°	P30x5	P30x5	Con 15C	6-3⅝x4⅝	27.3	Zen.	G.	A-L.	A-L.	D.Ful.	Ful SU12.	Blo	Cla B504	B.	½	B*.	Shu.	Ros.	3750
Gramm-Bernstein 115	2		146°	P30x5	P30x5	Lyc C4W	4-4x5	25.6	Zen.	G.	A-L.	A-L.	D.Ful.	Ful SU12.	Blo	Cla B504	B.	½	B*.	Shu.	Ros.	3650
Gramm-Bernstein B6	2, 2½		144	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful KU10.	Blo	Tim	B.	F.	G†	Tim.	Ros.	4590
Gramm-Bernstein 125	2½		144°	S36x4‡	DS36x4	Con S4	4-4¼x4½	28.9	Str.	G.	Eis	A-L.	D.Ful.	Ful GU.	Own	Wis	W.	F.	*	Shu.	Roe	5440

TRUCK CHASSIS—Continued

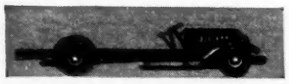
TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lb.)
				Front	Rear	Make and Model	No of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Gramm-Bernstein C	2½		144°	S36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	Str.	V.	Eis.	A-L.	D Ful.	Ful GOG.	Blo	Wis 9890T	W	F	B*	Shu.	Ros.	5865
Gramm-Bernstein C6	2½		150°	S36x4‡	DS36x4‡	Con 6B	6-3¾x5	33.7	Str.	V.	Eis.	A-L.	D.Ful.	Ful GOG.	Blo	Wis 9890T.	W	F.	B*	Shu.	Ros.	5920
Gramm-Bernstein 30	3		150	S36x5	DS36x5	Con L4	4-4½x5½	32.4	Str.	G.	Eis.	A-L.	D.Ful.	Ful G7.	Own	Wis.	W	F.	B*.	Shu.	Ros.	6560
Gramm-Bernstein B6X	3		144	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	27.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	Blo	Tim.	B.	F.	G.	Tim.	Ros.	4700
Gramm-Bernstein B6X	3		144	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	27.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	Blo	Tim.	W	F.	G.	Tim.	Ros.	4750
Gramm-Bernstein C	3		144°	S36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	Str.	V.	Eis.	A-L.	D.Ful.	Ful GOG.	Blo	Wis 9890T.	W	F.	B.	Shu.	Ros.	5865
Gramm-Bernstein C6	3		150°	S36x4‡	DS36x4‡	Con 6B	6-3¾x5	33.7	Str	V.	Eis.	A-L.	D.Ful.	Ful GOG.	Blo	Wis 9890T.	W	F.	B*	Shu.	Ros.	5920
Gramm-Bernstein 30, 40	3½, 4		150°	S36x5	DS36x5	Con L4	4-4½x5½	32.4	Str.	G.	Eis.	A-L.	D.Ful.	Ful G7°.	Own	Wis.	W	F.	B*.	Shu.	Ros.	6560°
Gramm-Bernstein 40	5		156°	S36x5	DS36x5	Con L4	4-4½x5½	32.4	Str.	G.	Eis.	A-L.	D.Ful.	Ful H1.	Own	Wis.	W	F.	B*.	Shu.	Ros.	8360
Gramm-Bernstein 50	5		168°	S36x6	DS40x6	Con B7	4-5x6	40.0	Str.	G.	Eis.	A-L.	D.Ful.	Ful H1.	Own	Wis 1010F.	W	F.	B.	Shu.	Ros.	9700
Gramm-Bernstein 50	5½		168°	S36x6	DS40x6	Con B7	4-5x6	40.0	Str.	G.	Eis.	A-L.	D.Ful.	Ful H1.	Own	Wis 1010F.	W	F.	B.	Shu.	Ros.	9700
G-P 42-6	1½		142	P32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35.	M.M.	Tim 54000H	S.	F.	I.	Tim.	Ros.	4300
G-P 47-6	2		154	P32x6	DP32x6	Lyc TH	6-3½x5	29.4	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35.	M.M.	Tim 56001H	S.	F.	I.	Tim.	Ros.	4800
G-P 48-8	2		168	B7.50/20	DB7.50/20	Lyc HD	8-3¼x4½	33.8	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35.	M.M.	Tim 56001-H.	S.	F	I.	Tim.	Ros.	4800
G-P 57-4	2½		154	P34x7	DP34x7	Wau CR	4-4⅜x5¾	30.6	Str.	V.	A-L.	A-L.	D.B-L.	B-L 55.	M.M.	Tim 65706H	W	F.	I.	Tim.	Ros.	6800
G-P 57-6, 57-SW	2½, 3½		157°	P34°x7°	DP34°x7°	Wau KU	6-4¼x4¾	43.4	Str.	V.	A-L°.	A-L°.	D.B-L.	B-L 55.	M.M.	Tim 65706H	W	F.	I.	Tim.	Ros.	6800°
G-P 52-6	3	167	208	P34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	Str.	V.	A-L.	A-L.	D.B-L.	B-L 51.	M.M.	Tim 58000H	S.	F.	I.	Tim.	Ros.	5300
G-P 54-8	3	170	277	P8.25/10	DB8.25/20	Own	8-3⅝x4¾	42.0	Str.	V.	A-L.	A-L.	D.B-L.	B-L 51.	M.M.	Tim 58000H	S.	F.	I.	Tim.	Ros.	5375
G-P 82-4	3½		161	P38x7	DP40x8	Wau DR	4-4½x6¼	32.4	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 60.	M.M.	Tim 66702.	W	F.	I.	Tim.	Ros.	8200
G-P 82-6	3½		164	P36x8	DP36x8	Wau SRL	6-4⅜x4¾	45.9	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 60.	M.M.	Tim 66702.	W	F.	I.	Tim.	Ros.	8200
G-P 92-4	5		168	P40x8	DP42x9	Wau ER	4-5x6¼	40.0	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 70.	M.M.	Tim 68700.	W	F.	B.	Tim.	Ros.	9600
G-P 92-6	5		168	P36x8	DP38x9	Wau 6AB	6-4½x5¾	48.6	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 70.	M.M.	Tim 68700	W	F.	B.	Tim.	Ros.	9600
G-P 82-SW	5		Opt.	P38x7	DP38x7	Wau SRL	6-4⅜x4¾	45.9	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 60.	M.M.	Tim SW-200	W	F.	I.	Tim.	Ros.	9000
G-P 92-SW	5½		Opt.	P40x8	DP40x8	Wau 6AB	6-4½x5¾	48.6	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 70.	M.M.	Tim SW300.	W	F.	I.	Tim.	Ros.	12500
G-P 100-SW	5½		Opt.	P36x8	DP38x9	Wau 6RB	6-5x5¾	60.0	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 70.	M.M.	Tim SW400.	W	F.	I.	Tim.	Ros.	16000
Guilder B6	1½	1750	138	P32x6	P32x6	Her WXA	6-3⅜x4½	27.3	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 20.	Spi.	Tim 5200°.	S.	F.	A*.	Tim.	Ros.	3150
Guilder C6	2	2150	148	P32x6	DP32x6	Her WXA2	6-3½x4½	29.4	Zen.	V.	D-R	D-R.	D.B-L.	B-L.	Spi.	Tim 54000.	S.	F.		Tim.	Ros.	4650
Guilder E	2	3150	152	S34x4	S36x8	Bud KBU-L	4-4x5¼	25.6	Zen.	G.	Eis.	D-R.	D.B-L.	B-L 51.	Spi.	Tim 65000.	R.	F.	A*.	Shu.	Ros.	5450
Guilder E6	2½	3250	172	P32x6	DP32x6	Her WXB	6-3¾x4½	33.7	Zen.	V.	D-R	D-R.	D.B-L.	B-L 35.	Spi.	Tim 5600°.	S.	F.		Tim.	Ros.	5600
Guilder H	3	3750	Opt.	S36x5	DS36x5‡	Bud EBU-L	4-4¾x5½	28.9	Zen.	G.	Eis.	Bos-A.	D.B-L.	B-L 51.	Spi.	Tim 65000	W	F.		Shu.	Ros.	5600
Guilder H6	3	3850	172	P34x7	DP34x7	Her WXC	6-4x4½	38.4	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 51.	Spi.	Tim 65000.	W	F.	B.	Shu.		6150
Guilder J	4	4650	Opt.	S36x5	DS36x6	Bud YTU	4-4½x6	32.4	Zen.	V.	Eis.	Non.	D.B-L.	B-L 55.	Spi.	Wis 1251K.	R.	F.	A*.	Shu.	Ros.	7500
Guilder J-6	4	4250	172	P36x8	DP36x8	Her WXC	6-4x4½	38.4	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 51.	Spi.	Tim 65706.	W	F.	B.	Shu.	Ros.	6600
Guilder K6	5	5450	174	P36x8	DP36x8	Her YXC2	6-4½x4¾	48.6	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 55.	Spi.	Tim 66700.	W	F.	D.	Shu.	Ros.	7850
Guilder L 6-7	5½	5650	170	S36x6	S40x14	Bud BTU	4-5x6½	40.0	Zen.	G.	Eis.	Non.	D.B-L.	B-L 60.	M-E.	Wis 1500	R.	F.	A*.	Shu.	Ros.	9600
Hahn 7H, 37HL	1		124	P30x5	P30x5	Con 29L	6-2⅞x4¾	19.8	Zen.	V.	A-L.	A-L.	P.B&B.	W-G.		Blo	Tim 52000H	B.	F.	I.	Tim.	Ros.	3100
Hahn 17H	1½		142	P30x5	P30x5	Con 18E	6-3⅝x4	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 20.		Blo	Tim 52000H	B.	F.	I.	Tim.	Ros.	3750
Hahn 37H, 37HL	2		153°	P30x5	DP30x5	Con 15C	6-3⅜x4⅝	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 20.		Blo.	Tim 54000H	B.	F.	I.	Tim.	Ros.	4600°
Hahn 39H, 39HL	3		164°	P32x6	DP32x6	Con 16R	6-4x4½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.		Blo	Tim 56000H	B.	F.	I.	Tim.	Ros.	5800°
Hahn 47HB	3½		151	P34x7	DP34x7	Cont 18R	6-4x4½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.		Blo	Tim 5800H	B.	F.	I.	Tim.	Ros.	6900
Hahn 47HBL	3½		164	P34x7	DP34x7	Con 18R16	6-4x4½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.		Blo	Tim 58000H	B.	F.	I.	Tim.	Ros.	7100
Hahn 47HD, 47HDL	4		151°	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.		Blo	Wis 8817	R.	F.	I.	Tim.	Ros.	7500°
Hahn 67H	5		151	P36x8	DP36x8	Con 21R	6-4⅜x4¾	45.9	Zen.	V.	A-L.	A-L.	D.B-L.	B-I 55.		Blo	Wis 1500	R.	F.	I.	Tim.	Ros.	8842
Hahn 67HL	5		164	P36x8	DP36x8	Con 21R	6-4⅜x4¾	45.9	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 55.		Blo	Wis 1500	R.	F.	I.	Tim.	Ros.	9100
Harvey WG6	2½	3500	185	P36x8	DP36x8	Bud DW6	6-3¾x5	33.7	Str.	G.	A-L.	A-L.	D.B-L.	B-L 55.		Spi.	Tim 65700D	W	F.	A*.	Tim.	Ros.	6900
Harvey WG	2½	3500	150°	P36x8	DP36x8	Bud EBUI	4-4¼x5½	28.9	Str.	G.	Bos-R.	Non.	D.B-L.	B-L 55.		Spi.	Tim 65700.	W	F.	A*.	Tim.	Ros.	6950
Harvey WHC	3½	4250	155	S36x6‡	S36x12	Bud YBU-L	4-4½x6	32.4	Str.	G.	Eis.	Non.	D.B-L.	B-L 60.		Spi.	Tim 66700D	W	F.	A*.	Tim.	Ros.	8950
Hawkeye 36	1½		160°	S34x4‡	S34x7	Bud HS6	6-3⅜x4½	27.3	Zen.	G.	N-E.	N-E.	D.Ful.	Ful GU.	Pic.	Wis 6600	R.	F.	A*.	Wis.	Ros.	4300
Hawkeye 30	1½		160°	S34x4‡	S34x7‡	Bud WTU	4-3¾x5½	22.5	Zen.	G.	Bos-R.	N-E.	D.Ful.	Ful GU.	Pic.	Wis 6600	R.	F.	A*.	Wis.	Ros.	4200
Hawkeye 50-75	2½		210°	S36x5‡	S36x8‡	Bud BA6	6-4½x5½	40.8	Zen.	G.	Bos-R.	N-E.	D.Ful.	Ful HU	Pic.	Wis 14186	R.	F.	A‡.	Shu.	Ros.	5900
Hawkeye 50-48	2½		Opt.	S36x5‡	S36x8	Bud EBUI	4-4¼x5½	28.9	Zen.	G.	Bos-R.	N-E.	D.Ful.	Ful HU	Pic.	Wis 8800A	R.	F.	A*.	Shu.	Ros.	5400
Hawkeye 50-60	2½		197	S36x6.	DS38x7	Bud DW6	6-3¾x5	33.7	Zen.	G.	N-E.	N-E.	D.Ful.	Ful HU	Pic.	Wis 1418	R.	F.	A‡.	Shu.	Ros.	5800
Hendrickson ST6, 7-6	2½, 3	3800°	Opt.	P36°x8°	DP36°x8°	Bud DW6	6-3¾x5		Zen.	V.	A-L.		D.Ful.	Ful MGOG	Spi.	Tim 6570A	W	†	G.‡	Tim.	Ros.	7000°
Hendrickson U-6	4	4900	Opt.	P40x8	DP40x8	Bud BA6	6-4½x5½		Zen.	V.	A-L.		D.B-L.	B-L 60.	Spi.	Tim 66700.	W		6†‡	Tim.	Ros.	7800
Hendrickson SSW,MSW	5½	6100°	Opt.	P36x8°	P°36°x8°	Bud BA6	6-4½x5½	40.8	Zen.	V.	Spl.	A-L.	D.B-L.	B-L 60.	Blo	Own	W	F.	G‡	Tim.	Ros.	8450°
Hendrickson SW10	5½	6900	Opt.	S36x7	S40x12	Wau EU	4-5x6¼	40.0	Zen.	V.	Spl.	Bos R†	D.B-L.	B-L 70.	Blo	Own	W	F.	G ‡	Tim.	Ros.	11700
Hendrickson SW610	5½	7300	Opt.	S36x7	S40x12	Bud GL6	6-4½x6	48.6	Zen.	V.	Spl.	Bos R†.	D.B-L.	B-L 70.	Blo	Own	W	F.	G‡	Tim.	Ros.	13000
Huffman EH	1½	1890	132	P33x5	P33x5	Her OX	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.Ful.	Ful SU12.	Spi.	Own	S.	½	A.	Own	CAS.	3460
Huffman	1½	1560	132	P33x5	P33x5	Wis	4-3⅜x5½	22.5	Zen.	V.	A-L.	A-L.	P.B&B.	D-G	Spi.	Own	S.	½	A.	Own	CAS.	3185
Huffman BC	2	2795	140	S34x4	S34x6	Con S4	4-4x4½	28.9	Zen.	V.	Eis.		D.Ful.	Ful SU12.	Spi.	Own	W	½	A.	Shu.	Lav.	4160
Huffman BH	2	2295	140	S34x4	S34x6	Her OX	4-4x5	25.6	Zen.	V.	Eis.		D.Ful.	Ful SU12.	Spi.	Own	W	½	A.	Shu.	Lav.	4160
Hug 22	2		160	P30x5	DP30x5	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	D-R.	D. Ful.	Ful KU10.	Blo	Cla B510	S.	½	I†	Cla	Ros.	5010
Hug 60	2		118	P32x6	DP32°x6	Bud WTU	4-3¾x5½	22.5	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 51.	Blo	Wis 6600	R.	F.	A.	Shu.	Ros.	5700
Hug 66, 67	2		130°	P32°x6°	DP32°x6°	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	D-R.	D.B-L.	B-L 51°.	Blo	Wis 6600°	R.	F.	A.	Shu°	Ros.	
Hug 26	2½		150	P32x6	DP32x6	Bud DW6	6-3¾x5	33.7	Zen.	V.	A-L.	D-R.	D.B-L.	B-L 35.	Blo	Wis 4610	R.	F.	A.	Shu.	Ros.	5645
Hug 81, 84	2½		127	P36x6	DP36x6	Bud KBU-L	4-4x5¼	25.6	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 51.	Blo	Wis 8800B.	R.	F.	A.	Shu.	Ros.	5890°
Hug 40, 41, 486	3		150°	P34x7	DP34x7	Bud DW6	6-3¾x5	33.7	Zen.	V.	A-L.	D-R.	D.Ful	Ful °GOG°	Blo	Cla°B720°	S°	½°	A°	Shu.	Ros.	6100°
Hug 86	3		127	P36x6	DP36x6	Bud DW6	6-3¾x5	33.7	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 51.	Blo	Wis 8800B.	R.	F.	A.	Shu.	Ros.	6410
Hug 87	3½		120	P38x7	DP38x7	Bud DW6	6-3¾x5	33.7	Zen.	V.	Bos-R.	D-R.	B-L.	B-L 51.	Blo	Wis 1227	R.	F.	A.	Shu.	Ros.	6550
Hug 87M, 96	3½, 5		120°	P36x8	DP36x8	Bud DW6	6-4¾x5	33.7	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 55°.	Blo	Wis 1227°	R.	F.	A.	Shu.	Ros.	
Hug 98-6 wheel	5½		Opt.	P40x8	DP40x8	Bud GF6	6-4¾x6	54.1	Zen.	O.	Bos-R.	D-R.	B-L.	B-L 70.	Blo	Wis 1527W	R.	F.	I°	Shu.	Ros.	
Hug C97 6 wheel	5½		Opt.	P40x8	DP40x8	Bud BA6	6-4½x5½	40.8	Zen.	V.	Bos-R.	D-R.	B-L.	B-L 55.	Blo	Wis 12527KW.	R.	F.	I°	Shu.	Ros.	
Hug 486	TT		140	B34x7	DP34x7	Buda DW6	6-3¾x5	33.7	Zen.	V.	A-L.	D-R.	B-L.	B-L 51.	Blo	Wis 8800B.	R.	F.	A.	Shu.	Ros.	6430
Indiana 200	1		137°	P30x5	P32x6	Wis F	6-3¼x4¼	25.3	Zen.	V.	A-L.	A-L.	P.B&B.	B-L 20A.	Spi.	Col 36000	B.	½	G*	Col	Ros.	3435
Indiana 11X,11	1½		120°	P30x5	P32x6	Her OX	4-4x5	25.6	Str.	G.	A-L.	A-L.	P.B-L°.	B-L 31.	Spi.	Cla B365	S.	½	A.	Shu.	Ros.	3350°
Indiana 111	1½		129°	P30x5	P32x6	Her OX	4-4x5	25.6	Str.	G.	A-L.	A-L.	P.B&B.	B-L 31	Spi	Cla B504	S.	½	A*.	Shu.	Ros.	3600
Indiana 300	1½		149°	P30x5	P32x6	Wis F	6-3¼x4¼	25.3	Zen.	V.	A-L.	A-L.	P.B&B	B-L 20	Spi.	Col 54030.	B.	¾	G*	Col	Ros.	3650
Indiana 400	2		157°	P32x6	DP32x6	Wis Y	6-3⅜x5	27.3	Str.	V.	A-L.	A-L.	D.P.	B-L 35.	Spi.	Cla 506	S.	½	G*	Shu.	Ros.	5035
Indiana 111XW	2		120	P32x6	DP32x6	Her OX	4-4x5	25.6	Str.	G.	is.	Non.	P.B&B.	B-L 35.	Spi.	Wis 611	R.	F.	B*.	Shu.	Ros.	3740
Indiana 115A	2½		132	P32x6	DP34x7	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L.	P.B&B.	B-L 35.	Spi.	Cla 720	S.	½	B*.	Shu.	Ros.	4970
Indiana 127S, 127W	2½		162½	S36x5	S36x10	Her L	4-4½x5¾	32.4	Str.	V.	Eis.	A-L.	P.B&B.	B-L 55.	Spi.	Cla° 720°	S°	½°	A°.	Shu.	Ros.	6300
Indiana 615	2½		136	P32x6	DP34x7	Wis Y	6-3⅜x5	27.3	Str.	G.	Eis.	A-L.	P.B&B.	B-L 35.	Spi.	Cla 720	S.	½	B*.	Shu.	Ros.	5160
Indiana 126	3		162°	S36x5	S36x10	Her L	4-4½x4¾	32.4	Str.	V.	Eis.	A-L†.	P.B&B.	B-L55 Max	Spi.	Tim 65700D	W	½	B*.	Shu.	Ros.	7400
Indiana 626	3		168°	S36x5	S36x10	Wis H	6-4x5	38.5	Str.	V.	Eis.	A-L†.	P.B&B.	B-L55 Max	Spi.	Tim 65700D	W	F.	B*.	Shu.	Ros.	7625
Indiana 627	3		168¾°	P32x6	P38x9	Wis H	6-4x5	38.4	Str.	V.	A-L.	A-L.	P.B&B.	B-L 55.	Spi.	Cla 720	S.	½	B*.	Shu.	Ros.	6500
Indiana 627W	3		180¾	P32x6	P38x9	Her WXC	6-4x4½	38.4	Str.	V.	A-L.	A-L.	P.B&B.	B-L 55.	Spi.	Wis 1228	R.	F.	B‡.	Shu.	Ros.	7000
Indiana 628	3		216¾	P34x7	DP34x7	Wis H	6-4x5	38.4	Str.	V.	A-L.	A-L.	P.B&B.	B-L 55.	Spi.	Cla 720	S.	½	B*.	Shu.	Ros.	7000
Indiana 127	3		162°	P36x5	P36x10	Her L	4-4½x5¾	32.4	Str.	V.	Eis.	A-L†.	P.B&B.	B-L 55.	Spi.	Cla 720	S.	½	A*.	Shu.	Ros.	6350
Indiana 127AW	3		150	P34x7	DP34x7	Her K	4-4½x5¾	28.9	Str.	V.	Eis.	A-L*.	P.B&B.	B-L 51.	Spi.	Wis 1228	R.	F.	B‡.	Shu.	Ros.	7000
Indiana 627AW	3		156	P34x7	DP34x7	Wis H	6-4x5	38.4	Str.	V.	Eis.	A-L*.	P.B&B.	B-L 51.	Spi.	Wis 1228	R.	F.	B‡.	Shu.	Ros.	7205
Indiana 136, 138	3½, 4		162½°	S36x5	S36x12	Her L	4-4½x5¾	32.4	Str.	V.	Eis.	A-L†.	P.B&B.	B-L55 Max	Spi.	Tim 65700D°	W	F.	B*.	Shu.	Ros.	7400°
Indiana 636, 638	3½, 4		168½	S36x5	S36x12	Wis H	6-4x5	38.4	Str.	V.	Eis.	A-L†.	P.B&B.	B-L55 Max	Spi.	Tim 65700D°	W	F.	B*.	Shu.	Ros.	7625°
Indiana 41	5		172°	S36x6	S40x12	Her G	4-4¾x5¾	36.1	Str.	V.	Eis.	Opt.	P.B&B.	B-L60 Max	Spi.	Tim 68700SP.	W	F.	B*.	Shu.	Ros.	9600
Indiana 641-7	5½		184°	S36x6	S40x12	Wis Z	6-4½x5	48.6	Str.	V.	Eis.	A-L‡.	D.B-L.	B-L 70 Max	Spi.	Tim 68700SP.	W	F.	B*.	Shu.	Ros.	10000
Indiana 290, 640-6 wh	5½		182	P38x7	S40°x14°	Con 16H	6-4¾x5¾	54.2	Str.	E.	L-N.	L-N.	B-L.	B-L 70.	Spi.	Tim 68703D°	W	F.	I°	Shu.	Ros.	10750°
Indiana 290	TT		146	P38x7	S40x14	Con 16H	6-4¾x5¾	54.2	Str.	E.	L-N.	L-N.	B-L.	B-L 70.	Spi.	Tim 68703D	W	F.	I°	Shu.	Ros.	10750
Int. Harvester Spec. Del.	¾		124	B5.25/30	B5.25/30	Wau XA	4-3½x4½	19.6	Zen.	V.	D-R.	D-R.	Roc.	M.M.		M. M	Eat 502	S.	½	H*	Eat.	Ros.	2200
Int. Harv'tr 6 Sp. Spec	1		124	P30x5	P30x5	Wau XA	4-3½x4½	19.6	Zen.	V.	D-R.	D-R.	Roc.	M.M.		M.M.	Eat 1124	S.	½	H*	Eat.	Ros.	2430
Int. Harvester S-24, SL34	1¼, 1½		130	P30x5	P30x5	Lyc CT	4-3¾x5	22.5	Zen.	V.	D-R.	D-R.	P.Own.	Own		M.M.	Eat 1002°	S.	½	H*	Eat	CAS.	3200°
Int. Harvester S-26	1¼		130	P30x5	P30x5	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	D-R.	D-R.	P.Own.	Own		M.M.	Eat 1002	S.	½	H*	Eat.	CAS.	3250
Int. Harv'tr SF-34, SD-44	1½, 2		140°	P30x5	P32x6	Lyc CT	4-3¾x5	22.5	Zen.	V.	D-R°.	D-R°.	P.Own.	Own		M.M.	Eat 1502°	S.	½	H*	Eat.	CAS.	3520°
Int. Harvester SL-36	1½		160	P30x5	P30x5	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	D-R.	D-R.	P.Own.	Own		M.M.	Eat 1502	S.	½	H*	Eat.	CAS.	3645
Int. Harvester SF-36	1½		140°	P30x5	P32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	D-R.	D-R.	P.Own.	Own		M.M.	Eat 1502	S.	½	H*	Eat.	CAS.	3570
Int. Harvester SD-46	2		117	P30x5	P32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	Bos-A.	Non.	P.Own.	Own		M.M.	Eat 2002	S.	½	H*	Eat.	CAS.	3750

AMERICAN GASOLINE

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				From	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Int. Harvester SF46	2	.....	140"	P32x6	P34x7	Lyc 4SL	6-3½x4½	25.3	Zen.	O.	D-R	D-R	P.Own	Own	M.M	Eat 2002	S	½	H*	Eat.	CAS.	3955
Int. Harv'tr HS54, HS54C	2½	.....	148"	S36x5‡	S36x8‡°	HaS 151	4-4¼x5½	28.9	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own	Eat° 54°	R°	F°	E*	Eat.	Own	7500°
Int. Harv'tr HS74, HS74C	3½	.....	160"	S36x6‡	S40x12‡	HaS 152	4-4¾x5½	36.1	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own	Eat° 74°	R°	F°	E*	Eat.	Own	9690°
Int. Harvester HS 104C	5	.....	160"	S36x6‡	S40x14	HaS 152	4-4¾x5½	36.1	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own	Own	C.	D.	E*	Eat.	Own	10595
Int. Harvester HS-54	TT	.....	130	S36x5	S36x8	HaS 151	4-4¼x5½	28.9	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own	Eat 54	R.	F.	E*	Eat.	Own	7675
Int. Harbester BS-54-C	TT	.....	130	S36x5	S36x10	HaS 151	4-4¼x5½	28.9	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own	Own	C.	D.	E*	Eat.	Own	7900
Int. Harv'tr HS74, HS74C	TT	.....	144"	S36x6	S40x12	HaS 152	4-4¾x5½	36.1	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own	Eat 74°	R°	F°	E*	Eat.	Own	9530°
Int. Harvester HS-104-C	TT	.....	146	S36x6	S40x14	HaS 152	4-4¾x5½	36.1	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own	Own	C.	D.	E*	Eat.	Own	10425
Kenworth 70	1	1375	140	P30x5	P30x5	Con 18E	6-3½x4	27.3	Zen.	V.	D-R	D-R	P.B-L	B-L	Spi	Cla	S.	½	G†	Cla	Ros.	3700
Kenworth "100"	1½	1995	164	P30x5	DP30x5	Bud HS-6	6-3½x4½	27.3	Zen.	V.	A-L	D-R	D.B-L	B-L 35-4	Spi	Tim 54000H	S.	F.	G†	Cla	Ros.	4200
Kenworth 125	2	2550	157½	P32x6	DP32x6	Her WXB	6-3¾x4½	33.7	Zen.	V.	A-L	D-R	D.B-L	B-L 35-4	Spi	Tim 56001-H	S	F.	G†	Tim	Ros.	5200
Kenworth 145	2½	3250	158½	P34x7	DP34x7	Her WXC	6-4x4½	38.4	Zen.	V.	A-L	D-R	D.B-L	B-L 35	Spi	Tim 58001-H	S.	F.	G†	Tim.	Ros.	5590
Kenworth 184	3	3850	164	B9.00/20	DB9.00/20	Her WXC	6-4x4½	38.4	Zen.	V.	A-L	D-R	D.B-L	B-L 51	Spi	Tim 65706-H	W	F.	G†	Tim.	Ros.	6500
Kenworth 185	3	4750	183¼	P36x8	DP36x8	Her YXC	6-4⅜x4¾	45.9	Zen.	V.	A-L	D-R	D.B-L	B-L 55 & 60	Spi	Tim 65706-H	W	F.	G†	Tim.	Ros.	7400
Kenworth N	4	4395	170	S36x6‡	S40x12	Bud YBU	4-4½x6	32.4	Zen.	V.	Bos-R.	D-R	D.B-L	B-L 60	Spi	Tim 66702D	W	F.	A*	Tim.	Ros.	8800
Kenworth 10 ton	10	5975	181	S36x7	DS40x8	Wau GU	4-5⅜x6¼	46.2	Str.	V.	Bos-R.	D-R	D. B-L	B-L 60 Max	Spi	Tim 68700	W	F.	B*	Tim.	Ros.	10000
Kenworth 345-6Wh. 10	10	8500	245	P36x8	DP36x8	HaS 155	6-4½x5½	43.3	Zen.	V.	D-R	D-R	D.B-L	B-L 55&60		Tim SW-300W	W	F.	G°	Tim.	Ros.	11500
Kenworth NT	TT	6145	137	P36x8	DP36x8	Bud GL-6	6-4½x6	48.8	Zen.	V.	Bos-R.	D-R	D.B-L	B-L 60	Spi	Tim 66704-DH	W	F.	G†	Tim.	Ros.	9000
King Zeitler 35, 45	1½,2½	.....	140"	S34°x5‡	S34°x7‡°	Con S4	4-4¼x4½	28.9	Str.	G.	D-R°	D-R°	D.B-L	B-L 31°	Blo	Tim 64600D°	W	F.	A*	Tim.	Ros.	4500°
King Zeitler 42A	2	.....	156°	P32x6	DP32x6	Con 15C	6-3⅜x4⅝	27.3	Zen.	G.	A-L	A-L	D.B-L	B-L 31	Blo	Tim 5620	B.	F.	A*	Shu.	Ros.	.....
King Zeitler 60	3	.....	156°	S36x5‡	S36x10	Con	4-4½x5¼	27.2	Str.	G.	Eis	A-L	D.B-L	B-L 51	Blo	Tim 65700D	W	F.	A*	Tim.	Ros.	6200
King Zeitler 62A	3	.....		P34x7	DP34x7	Con 18R	6-3¾x5	33.7	Zen.	G.	Bos-R.	Bos-R.	D.B-L	B-L55 Max	Blo	Tim 65700SP	W	F.	B*	Tim.	Ros.	6200
King Zeitler 75	3½	.....	156°	S36x6‡	S40x12‡	Con 20R	4-4½x5½	32.4	Str.	G.	Eis	A-L‡	D.B-L	B-L55 Max	Blo	Tim 66600	W	F.	A*	Tim.	Ros.	7800
Kissel	1	.....	140	P34x5	P34x5	Own	4-3⅞x5½	24.1	Str.	V.	D-R	D-R	D.W-G.	W-G T38L	Spi	Tim 6258	W	F.	A*	Tim.	Ros.	3780
Kissel	1½	.....	152	S36x4‡	S36x6‡	Own 40000	4-3⅞x5½	24.1	Str.	V.	Eis	D-R‡	D.W-G.	W.G T-38L	Spi	Tim 6462	W	½	A*	Tim.	Ros.	4100
Kissel	2½	.....	168	S36x4	S36x8‡	Own 50000	4-4¼x5½	28.9	Str.	V.	Eis	D-R‡	D.W-G.	Ful G7	Spi	Tim 6566	W	F.	A*	Tim.	Ros.	5100
Kissel Heavy Duty	4	.....	168	S36x5‡	S36x12‡	Wau DU	4-4½x6¼	32.4	Str.	V.	Eis	D-R‡	D.W-G.	Ful H	Spi	Tim 16302	W	½	A*	Tim.	Ros.	7600
Kleiber	¾	1170	121	B5.50/30	B5.50/30	Con	6-2⅞x4¾	19.8	Str.	V.	D-R	D-R	B-L	B-L 20	Spi	Tim 52604	B.	½	H.	Tim.	Ros.	2400
Kleiber	1	1450	140	P30x5	P30x5	Con	6-3⅜x4	27.3	Str.	G.	D-R	D-R	D.B-L	B-L 20	Spi	Tim 52000H	B.	½	B†	Tim.	Ros.	3000
Kleiber	1½, 2	1925°	158°	P32x6	P°32x6	Con	6-3⅜x4½	27.3	Str.	V.	D-R	D-R	D.B-L	B-L 35	Spi	Tim 54000H	B.	F.	A†	Tim.	Ros.	4200°
Kleiber	2	3100	147	S36x4‡	S36x7‡	Con K4	4-4½x5¼	27.2	Str.	V.	Bos-R.	Non	D.B-L	B-L 50	Spi	Tim 64600D	W	½	A†	Tim.	Ros.	5200
Kleiber Speed	2½	2950	180	P32x6	DP32x6	Bud	6-3¾x5	33.7	Str.	V.	D-R	D-R	D.B-L	B-L 55	Spi	Tim 63720H	W	F.	A†	Tim.	Ros.	5100
Kleiber Black Panther	2½	3500	190	P34x7	DP34x7	Cont	6-4x4½	38.4	Str.	V.	D-R	D-R	D.B-L	B-L 51	Spi	Tim 58000H	B.	F.	G.	Tim.	Ros.	6050
Kleiber Speed	3	4000	190	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Str.	G.	Bos-R.	D.B-L.	D.B-L.	B-L 55	Spi	Tim 65600	W	F.	A.	Tim.	Ros.	6200
Kleiber	3	4100	163	S36x5	DS36x5‡	Con L4	4-4½x5½	32.4	Str.	V.	Bos-R.	Bos-A.	D.B-L.	B-L 60		Tim 67700D				Tim.	Ros.	.....
Kleiber Spec	3	4350	163	S36x5	S36x12	Bud BUS	6-4x5⅛	38.4	Str.	V.	Bos-R.	Bos-A.	D.B-L.	B-L 60		Tim 65700SP				Tim.	Ros.	.....
Kleiber	3½, 5	4800°	170°	S36x5‡°	S36x6‡	Con B5	4-4¾x6	36.0	Str.	V.	Bos-R.	Bos° A‡	D.B-L.	B-L 60	Spi	Tim 6666°	W	F.	A.	Tim.	Ros.	7600°
Kleiber	4	5000	202	P36x8	DP36x8	Bud BA6	6-4½x5½	40.8	Str.	V.	Bos-R.		D. B-L	B-L	Spi	Tim 65700SP	W	F.	A*	Tim.	Ros.	7500
Kleiber 22DD-6 wh	TT	5000	192°	P32x6	DP32x6	Con 18R	6-4x4½	38.4	Str.	V.	Bos-R.	Bos.	B-L	B-L 55-7	Sp-Bl	Tim SW1004	W	F.	G†	Tim.	Ros.	9400
Kleiber 28DD-6 wh	TT	6500	201°	P34x7	DP34x7	Cont 20R	6-4½x4¾	40.0	Str.	V.	Bos-R.	D-R	B-L	B-L 60-7	Sp-Bl	Ti'SW200Tw	W	F.	B°	Tim.	Ros.	10060
Kleiber 34DD-6 wh	TT	7500	210°	P36x8	DP36x8	Cont 21R	6-4⅝x4¾	45.9	Str.	V.	Bos-R.	D-R	B-L	B-L 70-7	Sp-Bl	Tim SW300W	W	F.	B°	Tim.	Ros.	11900
Kleiber 34DDT-6 wh	TT	9000	215°	P36x8	DP36x8	Bud GF6	6-4¾x6	54.1	Str.	V.	Bos-R.	D-R	B-L	B-L 70-7	Sp-Bl	Tim SW400W	W	F.	B°	Tim.	Ros.	13650
Lange R	1½	2225	140°	P32x6	P32x6	Her WXB	6-3¾x4½	33.7	Zen.	O.	A-L	A-L	D.B-L.	B-L 31	Spi	Tim 54000H	B.	F.	G.	Tim.	Ros.	4600
Lange L	2	3450	144°	P32x6	DP32x6	Her YXA	6-3¾x4¾	33.7	Str.	V.	A-L	A-L	D.B-L.	B-L 35	Spi	Wis 6617	R.	F.	B.	Shu.	Ros.	5800
Lang O	2½	3250	145¾°	P34x7	DP34x7	Her YXB	6-4x4¾	38.4	Str.	V.	A-L	A-L	D.B-L.	B-L 51	Spi	Wis 8817	R.	F.	B.	Shu.	Ros.	5985
Lange M, H-1	3	5150	140°	P38°x7	DP38°x7	Her YXC	6-4⅜x4¾	45.9	Str.	O.	A-L	A-L	D.B-L.	B-L60Max°	Spi	Wis 1402°	R.	F.	B*.	Tim.	Ros.	7450°
Lange F6	4	5250	148	P40x8	DP40x8	Her YXC	6-4⅜x4¾	45.9	Str.	O.	A-L	A-L	D.B-L.	B-L 55	Spi	Tim 66700	W	F.	B.	Tim.	Ros.	8600
Lange T, TA	5	5450	147¾	P40x8	DP40x8	Her YXC2	6-4½x4¾	48.6	Str.	O.	A-L	A-L	D.B-L.	B-L 60 Max	Spi	Wis 1700	R.	F.	B.	Tim.	Ros.	9200
Larrabee 20, 30	1, 1½	.....	143°	P30°x5°	P30°x5°	Con 16C	6-3⅜x4⅝	27.3	Zen.	G.	D-R	D-R	D.B-L.	B-L	Spi	Col	B.	1/2°	E†.	Col	Ros.	3745°
Larrabee 40, 50	2, 2½	.....	164⅜°	P32x6	DP°32x6	Con 15R	6-4x4½	38.4	Zen.	G.	D-R	D-R	D.B-L.	B-L	Spi	Wis.	R.	F.	E†.	Tim.	Ros.	5500°
Larrabee Deyo 60, 51	3	.....	184°	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Zen.		D-R	D-R	D.B-L.	B-L°	Spi	Tim.	W	F.		Tim.	Ros.	.....
Larrabee 70	3½	.....	195	P34x7	DP34x7	Con 20R	6-4½x4¾	40.9	Zen.	G.	D-R	D-R	D.B-L.	B-L	Spi	Tim.	W	F.	f†‡	Tim.	Ros.	8900
Larrabee 80	5	.....	196½	P36x8	DP36x8	Con 21R	6-4⅝x4¾	40.8	Zen.	G.	A-L	A-L	D.B-L.	B-L	Spi	Tim.	W	F.	F.	Tim.	Ros.	.....
Le Moon HB10, HB17	1, 1½	1500°	130°	P32x6	P°32x6	Con 16C	6-3⅜x4⅝	27.3	Str.	G.	D-R	DJ	D.B-L.	B-L 20°	Spi	Tim 52000H	B.	½	B°.	Tim.	Ros.	3000°
Le Moon HB20, HB25	2, 2½	2200°	160	S34x4°	S34x7°	Wau 6XK	6-3¾x4½	33.7	Str.	G.	A-L	A-L	D.B-L.	B-L 35	Spi	Tim 63720H°	W	F.	G.	Tim.	Ros.	4300°
Le Moon HB21	2	2400	160	P32x6	DP32x6	Wau 6XK	6-3¾x4½	33.7	Str.	G.	A-L	A-L	D.B-L.	B-L 35	Spi	Tim 63720H	W	F.	G.	Tim.	Ros.	4500
Le Moon HB26	2½	3250	166	P34x7	DP34x7	Wau 6XK	6-3¾x4½	33.7	Str.	G.	A-L	A-L	D.B-L.	B-L 35	Spi	Tim 65000H	W	F.	G.	Tim.	Ros.	5500
Le Moon HB27	2½	3600	166	P34x7	DP34x7	Wau 6KU	6-4¼x4½	43.3	Str.	G.	A-L	A-L	D.B-L.	B-L 35	Spi	Tim 65000H	W	F.	G.	Tim.	Ros.	5700
Le Moon HB30	3	3950	182°	P36x8	DP36x8	Wau 6KU	6-4¼x4¾	43.3	Str.	G.	A-L	A-L	D.B-L.	B-L 51	Spi	Tim 65706 D H	W	F.	G.	Tim.	Ros.	6000
Le Moon HB31, H40	3	3750°	182°	S36x5°	S36x10	Wau 6KU	6-4¼x4¾	43.3	Str.	G.	A-L	A-L	D.B-L.	B-L 51°	Spi	Tim	W	F.	G°	Tim.	Ros.	6000°
Le Moon H3V	3	5650	211	P36x8	DP36x8	Wau 6KU	6-4¼x4¾	43.3	Str.	G.	A-L	A-L	D.B-L.	B-L 51	Spi	Wis 1261K	R.	F.	A.	Tim.	Ros.	8000
Le Moon H46	4	.....	184	P36x8	P36x8	Wau 6KU	6-4¼x4¾	43.3	Str.	V.	A-L	A-L	D.B-L.	B-L 51	Opt.	Tim 6370H	W	F.	G.	Tim.	Ros.	.....
Le Moon H60	5½	6200	192	S36x6	S36x8	Wau 6KU	6-4¼x4¾	43.3	Str.	V.	A-L	A-L	D.B-L.	B-L 60	Opt.	Wis 4600	W	F.	G.	Tim.	Ros.	10000
Le Moon H100	5½	7300	180	S36x7	S40x12	Wau 6AB	6-4½x5¾	48.6	Str.	V.	L-N.	L-N.	D.B-L.	B-L 70	Spi	Tim 66791	W	F.	G.	Tim.	Ros.	13000
Luedinghaus	1	.....	130	P30x5	P30x5	Wau V	4-4x5	25.6	Zen.	G.	Eis	A-L	D.Ful.	Ful SU10		Tim 5200H	B.	½	A*.	Shu.	Ros.	2850
Luedinghaus	1½	.....	144°	S34x4‡	S34x6‡	Wau V	4-4x5	25.6	Zen.	G.	Eis	A-L	D.Ful.	Ful SU10.	Spi	Tim 54000H	W	½	A*.	Shu.	Ros.	4500
Luedinghaus	2½	.....	145°	S36x5	S36x8‡	Wau FU	4-4x5¾	25.6	Zen.		Eis	Non	D.Ful.	Ful GU14	Spi	Tim 65000D	W	F.	A*.	Shu.	Ros.	4900
Luedinghaus	3½	.....	160°	S36x6	S40x12	Wau DU	4-4½x6¼	32.4	Zen.	G.	Eis	A-L	D.B-L.	B-L 55	Spi	Tim 6666.	W	F.	A*.	Shu.	Ros.	7760
Luedinghaus	5	.....	160°	S36x6‡	S40x6‡	Wau EU	4-5x6¼	40.0	Zen.	G.	Eis	Opt‡	D.B-L.	B-L 60	Spi	Tim 67600	W	F.	A*.	Shu.	Ros.	9505
Maccar 36200, 40	1½, 2	.....	154°	P32x6	DP32x6	Bud HS	6-3⅝x4½	27.3	Str.	V.	D-R	D-R	D.B-L.	B-L 20°	Cle.	Tim 5400°	B.	F.	A°.	Tim.	Ros	4500°
Maccar 64, 84	3, 4	.....	177	S36x5°	DS36x5°	Bud YBUI	4-4½x6	32.4	Zen°	V.	D-R°	D-R.	D.B-L.	B-L 55	Spi	Tim 65702D	W	F.	A‡.	Tim.	Ros.	7500°
Maccar 66	3	.....	177	S36x5	DS36x5	Bud BA	6-4½x5½	40.8	Zen.	V.	D-R	D-R	D.B-L.	B-L 55	Spi	Tim 65702D	W	F.	A‡.	Tim.	Ros.	7500
Maccar 86	4	.....	177	S36x6	DS36x6	Bud BA-6	6-4½x5½	40.8	Str.	V.	Bos-R.	D-R.	D.B-L.	B-L 55	Spi	Tim 66702D	W	F.		Tim.	Ros.	8400
Maccar G1	5	.....	186	S36x6	DS40x6	Wis RBU	4-5x6	40.0	Str.	V.	Eis	D-R	D-R.	B-L 60	Spi	Tim 6760D	W	F.	A*.	Tim.	Ros.	8975
Maccar 126-6 Wheel-6	5½	.....	180⅛	P36x8	P36x8	Buda BA-6	6-4½x5½	41.0	Str.	V.	D-R.	D-R.	D.B-L.	B-L 60			W		G‡	Tim.	Ros.	9200
Mack BB	1½	3500	165½°	°32x6	DS32x6	Own AB	4-4¼x5	28.9	Str.	V.	N-E	N-E	D.Own	Own AB	Spi	Own BB	S.	F.	§*‡	Own	Own	.....
Mack AB	1½	3100	146½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	C.	D.	B*	Own	Own	.....
Mack AB	1½	3550	164½°	S36x4	DS36x4	Cwn AB	4-4¼x5	28.9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	R.	F.	B*	Own	Own	.....
Mack AB	2	3100	146½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	C.	D.	B*	Own	Own	.....
Mack AB	2	3550	164½°	S36x4	DS36x4	Own AB	4-4¼x5	28 9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	R.	F.	B*	Own	Own	.....
Mack AB	2½	3500	146½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	C.	D.	B*	Own	Own	.....
Mack AB	2½	3950	164½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	R.	F.	B*.	Own	Own	.....
Mack AB	3	3500	146½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	C.	D.	B*.	Own	Own	.....
Mack AB	3	3950	164½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	R.	F.	B*.	Own	Own	.....
Mack BJ	3	5900	168½	S36x8	DP36x8	Own BK	6-4½x5½	48.6	Str.	V.	N-E	N-E	P.Own	Own AL	Spi	Own AL	R.	F.	G*	Own	Own	.....
Mack AC	3½	4950	168°	S36x5	DS40x5	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D*	Own	Own	.....
Mack AK	3½	5250	174°	S36x5	DS36x5	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AK	Spi	Own AK	R.	F.	G‡	Own	Own	.....
Mack AK	3½	5150	174°	S36x5	DS36x5	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AK	Spi	Own AK	C.	D.	F‡.	Own	Own	.....
Mack BJ	4	5800	168½°	S36x8	DS36x8	Own BK	6-4½x5½	48.6	Str.	V.	N-E	N-E	P.Own	Own AL	Spi	Own AL	R.	F.	G*	Own	Own	.....
Mack AC	5	4950	168°	S36x5	DS40x5	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D*	Own	Own	.....
Mack AK	5	5250	174°	S36x5	DS36x5	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AK	Spi	Own AK	R.	F.	G‡	Own	Own	.....
Mack AK	5	5250	174°	S36x5	DS36x5	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AK	Spi	Own AK	C.	D.	F‡.	Own	Own	.....
Mack AC7½	7½	6000	168°	S36x7	DS40x7	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D*	Own	Own	.....
Mack AP7½	7½	9500	191	S36x7	DS40x8	Own AP	6-5x6	60.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D‡	Own	Own	.....
Mack AC 6-wheel 10	10	7500	.....	S36x7	S40x12	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D.	Own	Own	.....
Mack AP 6-wheel 10	10	1200		S36x7	S40x12	Own AP	6-5x6	60.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AP	Spi	Own AC	C.	D.	A.	Own	Own	.....
Mack AB 5-6 Ton	TT	3400	122½	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Bos-R.	N-E‡	D.Own	Own AB	Spi	Own AB	C.	D.	B*.	Own	Own	.....
Mack AK 7-10 Ton	TT	5150	128	S34x5	DS36x5	Own AC	4-5x6	40.0	Str.		Bos-R.	N-E‡	P.Own	Own AK	Spi	Own AK	C.	D.	F‡.	Own	Own	.....
Mack AP 15 Ton	TT	9500	147	S34x7	DS36x7	Own AP	6—5x6	60.0	Str.		Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D.	Own	Own	.....
Mack AC 7-10 Ton	TT	4950	128	S34x5	DS36x5	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D*	Own	Own	.....
Mack AC 11-14 Ton	TT	5500	128	S34x6	DS36x6	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D*	Own	Own	.....
Mack AC 15 Ton	TT	6000	128	S34x7	DS36x7	Own AC	4-5x6	40.0	Str.	G.	Bos-R.	N-E‡	P.Own	Own AC	Spi	Own AC	C.	D.	D*	Own	Own	.....
Moreland Ace	1¼	1195	134	B6.75/32	B6.75/32	Con 34L	6-2⅞x4¾	19.8	Zen.	V.	A-L	A-L	D.B-L	B-L 20	Cle.	Tim 52000H	S.	F.	G†	Tim.	Ros.	3000
Moreland RR-6	2	1850	158½	P32x6	P32x6	Con 16C	6-3⅜x4⅝	27.3	Zen.	O.	A-L	A-L	D B-L	B-L 35	Cle.	Tim 54000H	S.	F.	G†	Tim.	Ros.	4000

TRUCK CHASSIS—Continued

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Moreland B-6	3	2200	158½	S34x7	S34x7	Con 16C	6-3⅜x4⅝	27.3	Zen.	O.	A-L.	A-L.	D.B-L.	B-L 35	Cle.	Tim 63721H	W.	F.	G†	Tim.	Ros.	4500
Moreland E6	3½	3600	182	P34x7	DP34x7	Her WXC	6-4x4½	38.4	Zen.	O.	A-L.	A-L.	D.B-L.	B-L 51	Cle.	Tim 65000H	W.	F.	G‡	Tim.	Ros.	6000
Moreland EX6	5	3750	182	S36x4	S36x8	Her WXC	6-4x4½	38.4	Zen.	O.	A-L.	A-L.	D.B-L.	B-L 51	Cle.	Tim 65704S	W.	F.	6†‡	Tim.	Ros.	6500
Moreland ED6	5½	4900	196	P36x8	P36x8	Her WXC	6-4x4½	38.4	Zen.	O.	A-L.	A-L.	D.B-L.	B-L 51	Cle.	Own	W.	F.	6‡.	Tim.	Ros.	8500
Moreland H6, HDS6	5½	4650°	196	S36x5°	S36x10°	Her YXC	6-4⅜x4¾	45.9	Zen.	O.	A-L.	A-L.	D.Own.	B-L 55°	Cle.	Ty°66702W°	W.	F.	A‡.	Tim.	Ros.	8000°
Moreland SD6	5½	6450	221	S36x7	S36x10	Her YXC2	6-4½x4¾	48.6	Zen.	O.	A-L.	A-L.	D.Own.	B-L 60	Cle.	Own	W.	F.	G‡	Tim.	Ros.	11500
Moreland TD6	5½	8000	221	S36x7	S36x10	Con 15H	6-4½x5¾	48.6	Str.	O.	A-L.	A-L.	D.B-L.	B-L 70	Cle.	Own	W.	F.	G‡	Tim.	Ros.	12500
Noble 146B, 146W	2	.....	175	P32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	Str.	V.	A-L.	A-L.	D.Ful.	Ful KU12	Blo.	Tim 54000H°	B°.	F.	G†	Tim.	Ros.	4850°
Noble 156B, 156W	2½	.....	176	P34x7	DP34x7	Bud DW6	6-3¾x5	33.7	Str.	V.	A-L.	A-L.	D.Ful.	Ful MGU	Blo.	Tim 5800H°	S°.	F.	G†	Tim.	Ros.	5625°
Noble 166	3	.....	180	P34x7	DP34x7	Bud BA6	6-4½x5½	40.8	Str.	V.	A-L.	A-L.	D.Ful.	Ful	Blo.	Tim 65706dhp	W.	F.	G†	Tim.	Ros.	7200
Oneida A-9	1½	.....	135	P30x5	P32x6	Con 16C	6-3⅜x4⅝	27.3	Str.	V.	A-L.	A-L.	Ful	Ful KU10	Blo.	Tim 5620	S.	F.	A.	Shu.	Ros.	3500
Oneida B-9	2½	.....	144	P32x6	P34x7	Wau V	4-4x5	25.6	Str.		A-L.	A-L.	Ful	Ful KU10	Blo.	Tim 5620	S.	F.	A.	Shu.	Ros.	4800
Oneida C9	3	.....	160	P34x7	P36x8	Wau CR	4-4¾x5¼	30.6	Str.		A-L.	A-L.	D.Ful.	Ful GCL	Pet.	Tim 65660	W.	F.		Shu.	Ros.	5200
Oneida CC9	3	.....	160°	P34x7	DP34x7	Wau 6XL	6-3½x4½	29.4	Str.	V.	A-L.	A-L.	D.Ful.	Ful GCL	Pet.	Tim 65660	W.	F.	A.	Shu.	Ros.	7200
Oneida D-9	3½	.....	170	P38x7	DP38x7	Wau DU	4-4½x6¼	32.4	Str.		Apo.	A-L.	B-L.	B-L 60	Pet.	Tim 6660	W.	F.	A.	Con.	Ros.	7885
Oneida E-9	5	.....	180	S36x8	DS40x7	Wau GU	4-5⅜x6¼	46.2	Str.		Apo.	A-L.	B-L.	B-L 50	Pet.	Tim 67660	W.	F.	A.	Tim.	Ros.	9400
Oneida 10-6-wh., SFF-10	5½, TT	.....	.....	P36x6°	P36x8	Wau 6KU	6-4¼x4¾	43.3	Str.				D.°	B-L°	The.	Tim°				Tim.		
Oneida 15-6-Wheel	5½	.....	.....	P36x6	P36x8	Wau 6AB	6-4½x5¾	48.6	Str.				D.	B-L.	The.	Tim				Tim.		
Oneida SFF-15	TT	.....	Opt.	P38x9	P38x9	Wau 6AB	6-4½x4¾	48.8	Str.	V.	A-L.	A-L.	B-L.	B-L 60	Blo.	Wis 8000	W.	F.	G*	Tim.	Ros.	10550
Oshkosh R	1½	1995	141	P32x6	P34x7	Her OX	4-4x5	25.6	Zen.	V.	L-N.	L-N.	D.B-L.	B-L.	Blo.	Wis 4610	R.	F.	A.	Wis.	Han.	4300
Oshkosh K	2	3350	146	P36x8	P36x8	Her OX	4-4x5	25.6	Zen.	V.	L-N.	L-N.	D.B-L.	B-L.	Blo.	Own K	B.	F.	B.	Own.	Ros.	5500
Oshkosh R6	2	2295	141	P32x6	DP32x6	Her WXB	6-3¾x4½	33.7	Zen.	V.	L-N.	L-N.	D.B-L.	B-L.	Blo.	Wis 4610	R.	F.	A.	Wis.	Han.	4600
Oshkosh L, M	2½, 3	3925°	146	P36x8°	P°36x8°	Her WXC	6-4x4½	38.4	Zen.	V.	L-N.	L-N.	D.B-L.	B-L.	Blo.	Own° L°	R.	F.	B°.	Own.	Han.	7400°
Oshkosh H, S	3, 3½	4350°	146°	S36x8	S36x12	Her G	4-4¾x5¾	36.1	Str.	V.	Bos-R.		D.B-L.	B-L.	Blo.	Own H°	R.	F.	B.	Own°	Han.	7800°
Oshkosh H6	3	4450	146	S36x8	S36x12	Her YXB	6-4x4¾	38.4	Zen.	V.	Bos-R.		D.B-L.	B-L.	Blo.	Own H	R.	F.	B.	Own.	Han.	7900
Oshkosh S6, HX	3½	4275°	159°	S36x12	S36x8	Her YXC	6-4⅜x4¾	45.9	Str.	V.	Bos-R.		D.B-L.	B-L.	Blo.	Wis°1517K°	R.	F.	A.	Shu°.	Han.	8500°
Oshkosh HXC	4	5075	146	S36x8	S36x12	Her YXC	6-4⅜x4¾	45.9	Str.	V.	Bos-R.		D.B-L.	B-L.	Blo.	Own	R.	F.	B.	Own.	Han.	8600
Oshkosh FHX	5	5475	146	S36x8	S36x12	Her YXC2	6-4½x4¾	48.6	Str.	V.	Bos-R.		D.B-L.	B-L.	Blo.	Own FH	R.	F.	B.	Own.	Han.	9200
Pierce-Arrow XA	2	3500	150	S36x4‡	DS36x5‡	Own XA	4-4x5½	25.6	Str.	P.	D-R.	D-R.	D.Own.	Own XA	Spi.	Own XA	W.	½	A.	Own.	Own.	6280
Pierce-Arrow FA	2	2450	140°	S32x6	S34x7	Own FA	4-3½x5	29.4	Str.	E.	D-R.	D-R.	P.B&B.	B-L.	Spi.	Tim	B.	F.	E*.	Own.	Gem.	3855
Pierce-Arrow XB, HB	3, 3½	3750°	150°	S36x5‡	DS36x5‡	Own XB	4-4x5½	25.6	Str.	P.	D-R.	D-R.	D.Own.	Own°XB°	Spi.	Own XB°	W.	½°	A*.	Own°	Own.	6280°
Pierce-Arrow WC	4	5100	162	S36x5‡	DS36x6	Own WC	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own WC	Spi.	Own WC	W.	½.	B*.	Own.	Own.	8490
Pierce-Arrow RD	5	5400	162	S36x7	DS36x7	Own RD	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own RD	Spi.	Own RD	W.	F.	B*.	Own.	Own.	8750
Pierce-Arrow RF7½	7½	5600	168	S36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own RF	Spi.	Own RF	W.	F.	B*.	Own.	Own.	9540
Pierce-Arrow XB	TT	3750	140	S36x5	S36x5	Own XB	4-4x5½	25.6	Str.	P.	D-R.	D-R.	D.Own.	Own XB	Spi.	Own XB	W.	½.	A*.	Own.	Own.	6180
Pierce-Arrow RD	TT	5400	133	S36x6	S36x6	Own RD	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own RD	Spi.	Own RD	W.	F.	B*.	Own.	Own.	8650
Pierce-Arrow RF	TT	5600	132	S36x6	S36x7	Own RF	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own RF	Spi.	Own RF	W.	F.	B*.	Own.	Own.	9340
Rehberger A-6	2	.....	162	P32x6	DP32x6	Wau XK	6-3¾x4½	33.7	Zen.	V.	Eis.	D-R‡	D-B-L.	B-L 35	Spi.	Tim 54000H	S.	F.	G.	Tim.	....	5000
Rehberger B, C	3, 4	.....	162°	S36x5	S36x10°	Bud YBU	4-4½x6	32.4	Zen.	V.	Eis.	D-R.	D. B-L.	B-L 51°	Spi.	Tim 6566°	W.	F.	A*.	Shu°.	Ros.	6460°
Rehberger D	5	.....	186	S36x6	S40x14	Bud BTU	4-5x6½	40.0	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 60	Spi.	Tim 6760	W.	F.	A*.	Tim.	Ros.	10010
Relay S11	1	1700	142	P30x5	P30x5	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	Blo.	Own 20B	R.	F.	G.	Col.	Han.	4100
Relay 40	1½	2990	168	P34x5	DP34x5	Bud DS6	6-3⅝x5	31.5	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo.	Own 30	R.	F.	G.	Tim.	Han.	5300
Relay S11	1½	.....	162	P30x5	DP30x5	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	Blo.	Own 20	R.	F.	G.	Col.	Han.	4500
Relay 40	2	3240	168	P36x6	DP36x6	Bud DS6	6-3⅝x5	31.2	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo.	Own 30	R.	F.	G.	Tim.	Han.	5500
Relay S11	2	.....	162	P32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	Blo.	Own 20	R.	F.	G.	Col.	Han.	4700
Relay 50	2	3860	161	P36x6	DP36x6	Bud DW6	6-3¾x5	33.7	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51-5	Blo.	Own 60	R.	F.	G.	Tim	Han.	6800
Relay 60	2½	4530	175	P36x6	DP36x6	Bud BUS	6-4x5½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51-5	Blo.	Own 60	R.	F.	G.	Tim.	Han.	7350
Relay 40	2½	3240	168	P36x6	DP36x6	Bud DS6	6-3⅝x5	31.2	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo.	Own 30	R.	F.	G.	Tim.	Han.	5700
Relay 50	2½	3950	161	P36x6	DP38x7	Bud DW6	6-3¾x5	33.7	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51-5	Blo.	Own 60	R.	F.	G.	Tim.	Han.	7000
Relay 60	3	4570	175	P36x6	DP38x7	Bud BUS	6-4x5½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo.	Own 60	R.	F.	G.	Tim.	Han.	7500
Relay 50	3	4050	161	P36x6.	DP40x8	Bud DW6	6-3¾x5	33.7	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51-5	Blo.	Own 60	R.	F.	G.	Tim.	Han.	7200
Relay 80	3, 3½	5170°	175	P36x6	S40x10°	Bud BA6	6-4½x5¼	40.8	Zen.	V.	A-L.	A-L.	P.B&B.	Cov SHO.	Blo.	Own 74	R.	F.	A.	Tim.	Ros.	8400°
Relay 60	3½	4720	175	P38x7	DP40x8	Bud Bus	6-4x5¼	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo.	Own	R.	F.	G.	Tim.	Ros.	7800
Relay 80	4	5380	175	P38x7	S40x14	Bud BA6	6-4½x5¼	40.8	Zen.	V.	A-L.	A-L.	P.B&B.	Cov SHO.	Blo.	Own 74	R.	F.	A.	Tim.	Ros.	8800
Relay 40	TT	3240	138	P36x6	DP36x6	Bud DS-6	6-3⅝x5	31.2	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo.	Own 30	R.	F.	G.	Tim.	Han.	5300
Relay 60	TT	4480	142	P36x6	S36x12	Bud BUS	6-4x5½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo.	Own 60	R.	F.	G.	Tim.	Han.	7350
Reo DA, DC	1	995°	127°	P30x5	P30x5	Con 16E	6-3⅜x4	27.3	Sch.	V.	D-R.	D-R.	P.B&B.	W-G	Pet.	Own	S.	½.	E†.	Own.	Ros.	2755°
Reo FA, FE, FF	1½	.....	137°	P32x6	F32x6	Own	6-3¼x5	27.3	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Pet.	Own	S.	½.	E†.	Own.	Own.	3525°
Reo FC, FD, FH	2	.....	152°	P32x6	DP32x6	Own	6-3¼x5	27.3	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Pet.	Own	S.	½.	E†.	Own.	Han.	4025°
Reo GD, GA, GC	3	.....	144°	P32x6	DP32x6	Own	6-3¼x5	27.3	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Pet.	Own	S.	F.	E†.	Own.	Han.	4570°
Republic Fleetmaster	1¼	.....	144	B6.00/20	P32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Spi.	Cla.	B.	½	G†	Cla.	Ros.	3300
Republic 75-6	1¼	.....	128½	P30x5	P30x5	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	A*.	Eat.	Han.	3150
Republic 75, 76	1½, 1¾	.....	124°	P30x5	P30°x5°	Lyc CT	4-3¾x5	22.5	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	A*.	Eat.	Han.	3000°
Republic Fleetmaster	1½	.....	144	B6.00/20	P32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Spi.	Cla.	B.	½	G†	Cla.	Ros.	3300
Republic 76-6	1½	.....	150½°	P30x5	P32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	A*.	Eat.	Han.	3500
Republic F-1	2	.....	155°	P32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	G*	Eat.	Han.	4650
Republic 88	2	.....	110	P30x5	DP30x5	Lyc C4	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	A*.	Eat.	Han.	3350
Republic 88-6	2	.....	115	P30x5	DP30x5	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	A*.	Eat.	Han.	3350
Republic 15W	2	.....	153°	S34x4	S34x7	Wau V	4-4x5	25.6	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M.	Eat.	I.	D.	B*.	Eat.	Jac.	4200
Republic 50, D-1	2	.....	154°	P30x5	DP30x5	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M°	Eat°	B.	½°	B*°	Eat.	Han.	4100°
Republic 85	2	.....	155°	P30x5	DP30x5	Lyc C4	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	B*.	Eat.	Han.	4250
Republic F1	2½	.....	155°	P32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	G*	Eat.	Han.	4650
Republic H1	2½	.....	163°	P34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	F.	G*	Eat.	Han.	5750
Republic 60	2½	.....	163°	P32x6	DP32x6	Lyc TF	6-3⅝x5	31.5	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	¾.	E*.	Eat.	Han.	4600
Republic 58	2½	.....	122	P32x6	DP32x6	Lyc C4	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	¾.	B*.	Eat.	Han.	4300
Republic 58-6	2½	.....	122	P32x6	DP32x6	Lyc 4SG	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Fu	U-M.	Eat.	B.	¾.	B*.	Eat.	Han.	4300
Republic H-1	3	.....	163°	P34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	F.	G*	Eat.	Han.	5750
Republic L-1	3	.....	180°	P36x8	DP36x8	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	R.	F.	G*	Eat.	Han.	6900
Republic 25W	3	.....	165°	S36x5	S36x10	Wau CU	4-4¾x5¾	30.6	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M.	Eat.	I.	D.	B*.	Eat.	Jac.	5800
Republic 65	3	.....	179°	P34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	R.	F.	G*	Eat.	Han.	6100
Republic L-1	3½	.....	180°	P36x8	DP36x8	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	R.	F.	G*	Eat.	Han.	6900
Republic M-1	3½	.....	171°	P36x8	DP36x8	Wau 6KS	6-4x4¾	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	U-M	Eat	R.	F.	B*.	Shu.	Han.	6900
Republic S25W	3½	.....	165°	S36x5	S36x12	Wau CU	4-4¾x5¾	30.6	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M.	Eat.	R.	F.	B*.	Eat.	Jac.	6100
Republic M1	4	.....	171°	P36x8	DP36x8	Wau 6KS	6-4x4¾	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	U-M.	Eat.	R.	F.	B*.	Shu.	Han.	6600
Republic 30W	4½	.....	170°	S36x5	S36x12	Wau CU	4-4¾x5¾	30.6	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M.	Eat.	I.	D.	B.	Shu.	Han.	6700
Republic 35	5	.....	170°	S36x6	S36x14	Wau DU	4-4½x6¼	32.4	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M.	Eat.	I.	D.	B*.	Shu.	Han.	7500
Rugby Fast Mail	¾	725	110	B5.00/29	B5.00/29	Con	6-2⅞x4¾	19.8	Til.	V.	A-L.	A-L.	P.Own.	Own	Spi.	Own	S.	½	E*.	Own	Own	1760
Rugby Exp	1	975	128	P30x5	P30x5	Con	6-2¾x4¾	18.2	Til.	V.	A-L.	A-L.	P.Own.	Own	Spi.	Sal.	S.	½	E*.	Sal.	Gem	2510
Sanford S	1	.....	120	P30x5	P30x5	Con 31L	6-2⅞x4¾	19.8	Str.	V.	D-R.	D-R.	D.B-L.	B-L 20	Blo	Eat.	B.	½	H.	Eat.	Ros.	2550
Sanford SE	1¼	.....	130	P30x5	P30x5	Con	6-2⅞x4¾	19.7	Str.	P.	D-R.	D-R.	D.B-L.	B-L.	Blo	Eat.	B.	½	E*.	Eat.	Ros.	2650
Sanford A	1½	.....	130	P32x6	P32x6	Con 31L	6-2⅞x4¾	19.8	Str.	V.	D-R.	D-R.	D.B-L.	B-L 20	Blo	Eat.	B.	½	H.	Eat.	Ros.	2900
Sanford AX	1¾	.....	150	P34x7	P34x7	Con 18E	6-3⅜x4	27.3	Str.	V.	D-R.	D-R.	D.B-L.	B-L.	Blo	Eat.	S.	½	H.	Eat.	Ros.	3000
Sanford N	2	.....	160°	P30x5	DP30x5	Con 16C	6-3⅜x4⅝	27.3	Str.	V.	D-R.	D-R.	D.B-L.	B-L 20.	Blo	Eat.	B.	½	H.	Eat.	Ros.	.....
Sanford NO	2½	.....	170	P30x5	DP30x5	Con 16C	6-3⅜x4⅝	27.3	Str.	V.	D-R.	D-R.	D.B-L.	B-L.	Blo	Eat.	S.	½	H.	Eat.	Ros.	.....
Sanford F	3	.....	170	P32x6	DP32x6	Con 16R	.....		Str.	V.	D-R.	D-R.	D.B-L.	B-L.	Blo	Eat.	B.	½	H.	Eat.	Ros.	4750
Sanford FL	3	.....	160	P32x6	DP32x6	Buda 16R	6-4x4½	38.4	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Blo	Eat 2002	B.	½	H.	Eat.	Ros.	4950
Sanford O	4	.....	159	P34x7	DP34x7	Con 18R	6-3¾x5		Str.	V.	D-R.	D-R.	D.B-L.	B-L.		Eat.	R.	F.	G.	Eat.	Ros.	6640
Schacht Series 15	1½	1765	160	P32x6	P32x6	Con	6-3⅜x4⅝	27.3	Zen.	O.	D-R.	D-R.	D.B-L.	B-L.	Spi.	Tim	S.	F.	G.	Tim.	Ros.	4100
Schacht 20, 20A	2, 2½	1850°	160°	P32x6	DP32x6	Con	6-3⅜x4⅝	27.3	Zen.	O.	D-R.	D-R.	D.B-L.	B-L °.	Spi.	Tim°	S°.	F.	G.	Tim.	Ros.	4500°
Schacht 25	3	2295	160	P32x6	DP32x6	Wau XK	6-3¾x4½	33.7	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Tim 56000H	B.	F.	G.	Tim.	Ros.	5600
Schacht 30	4	2975	174	P34x7	DP34x7	Wau	6-4x4½	38.4	Zen.		A-L.	A-L.	D.Ful.	Ful MGU	Spi.	Wis 8817AL	R.	F.	G.	Shu.	Ros.	6500
Schacht 40	5	2400	174	P36x8	DP36x8	Her	6-4½x5½	40.8	Zen.		A-L.	A-L.	D.Ful.	Ful MGU	Spi.	Wis 1427H	R.	F.	G.	Shu.	Ros.	7000
Schacht 65	5½	.....	160	S36x5	S36x12	Wau KU	6-4¼x4¾	43.3	Zen.	G.	Bos-A.		D.B-L.	B-L 60	Spi.	Own	R.	F.	A‡.	Own.	Own.	9000
Schacht Series 70	5½	.....	168	S36x7	DS40x8	Wau SRL	6-4⅜x5⅛	45.9	Zen.	G.	Bos-A.	Non	D.B-L.	B-L 70	Spi.	Own	W.	F.	A‡.	Own.	Ros.	10500



AMERICAN GASOLINE

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Schacht 5 Ton	TT		130	S34x5	S34x10	Wau XK	6-3¾x4½	33.7	Zen.	G.	L-N.	L-N.	D.Ful.	Ful	Spi.	Own	R.	F.	G.	Own	Ros.	6200
Schacht 7 Ton	TT		130	S36x5	S36x12	Wau KU	6-4¼x4¾	45.9	Zen.	G.	Bos-A.	Non.	D.B-L.	Ful	Spi.	Own	R.	F.	B.	Own	Own.	7500
Schacht 13 Ton	TT		130	S36x6	DS40x7	Wau SRL	6-4⅜x5⅛	45.9	Zen.	G.	Bos-A.	Non.	D.B-L.	B-L.	Spi.	Own	W.	F.	B.	Own	Ros.	10000
Schacht 15 Ton	TT		130	S36x7	DS40x8	Wau SRL	6-4⅜x5⅛	45.9	Zen.	G.	Bos-A.	Non.	D.B-L.	B-L.	Spi.	Own	W.	F.	B.	Own	Ros.	10600
Selden 7	1		124	P30x5	P30x5	Con 29L	6-2⅞x4¾	19.8	Zen.	G.	D-R.	A-L.	P.B&B.	Ful		Tim 52000	S.	F.	G.	Tim.	Ros.	3100
Selden 17 Pacemaker	1½		142	P30x5	P30x5	Con 18E	6-3⅜x4	27.3	Str.	V.	D-R.	D-R.	D.B-L.	W-G.	Blo	Tim	B.	F.	E*.	Tim.	Ros.	3750
Selden Unit 37	2½		151	P30x5	DP30x5	Con C15	6-3⅜x4½	27.3	Str.	G.	D-R.	D-R.	D.B-L.	B-L.	Blo	Tim	B.	F.		Tim.	Ros.	4600
Selden Roadmaster 39C	3		164	P32x6	DP32x6	Con 16R	6-4x4⅛	38.4	Str.	V.	D-R.	Bos-A.	D.B-L.	B-L 35		Tim	S.	F.	A‡.	Tim.	Ros.	5800
Selden Roadmast. 47CB1	3½		151	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Str.	V.	D-R.	D-R.	D.B-L.	B-L.	Blo	Tim	S.	F.	G.	Tim.	Ros.	6700
Selden 47CD	4		151	P34x7	DP34x7	Con 18R	6-4x4½	38.4	Str.	V.	D-R.		D.B-L.	B-L.	Spi.	Wis.	R.	F.	A*.	Tim.	Ros.	7500
Selden 67C	5		164	P36x8	DP36x8	Con 21R	6-4⅜x4¾	45.9	Str.	V.	D-R.	D-R.	D.B-L.	B-L.	Blo	Wis 1500	R.	F.	G.	Tim.	Ros.	9600
Selden 77	5½		170	P36x8	DS36x6	Con 16H	6-4¾x5¾	54.1	Str.	V.	D-R.	D-R.	D.B-L.	B-L 60	Blo	Wis.	W.	F.	A‡.	Shu.	Ros.	11800
Service S11	1	1600	142	P30x5	P30x5	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	Blo	Col 54028	S.	F.	G.	Col	Han.	3900
Service 40	1½	2990	168	P34x5	DP34x5	Bud DS6	6-3⅜x5	31.5	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo	Tim 6370 2.	W.	F.	G.	Tim.	Han.	4700
Service S11	1½	1900	162	P30x5	DP30x5	Hud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	Blo	Col 54028	S.	F.	G.	Col	Han.	4300
Service 40	2	3240	168	P36x6	DP36x6	Buc DS6	6-3⅝x5	31.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 35	Blo	Tim 6370 2.	W.	F.	G.	Tim.	Han.	4900
Service S11	2	2030	162	P32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	Blo	Col 54028	S.	E.	G.	Col	Han.	4500
Service 60	2½	4580	175	P36x5	DP36x6	Bud BUS	6-4x5½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo	Tim 65706DH	W.	F.	G.	Tim.	Han.	7000
Service 40	2½	3240	168	P36x6	DP36x6	Bud DS6	6-3⅝x5	31.2	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 35	Blo	Tim 63702	W.	F.	G.	Tim.	Han.	7000
Service 60	3	4680	175	P36x6	DP38x7	Bud BUS	6-4x5½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo	Tim 65706DH	W.	F.	G.	Tim.	Han.	7200
Service 80	3½	5250	175	S36x6	S36x12	Bud BA6	6-4½x5⅛	40.8	Zen.	V.	A-L.	A-L.	P.B&B.	Cov SHO.	Blo	Own 74	R.	F.	A.	Tim.	Ros.	8600
Service 80	4	5380	175	S36x6	S36x14	Bud BA6	6-4½x5⅛	40.8	Zen.	V.	A-L.	A-L.	Own	B-L 60	Blo	Tim 66700DP	W.	F.	B.	Tim.	Ros.	8400
Service 100	5	5830	175	S36x6	S36x14	Bud BA6	6-4½x5⅛	40.8	Zen.	V.	A-L.	A-L.	Own	B-L 60 Max	Blo	Tim 68700DP	W.	F.	B.	Tim.	Ros.	9600
Service 100ZB	5½	5830	175	S36x6	S40x14	Bud BA6	6-4½x5⅛	40.8	Zen.	V.	A-L.	A-L.	Own	B-L 60 Max	Blo	Tim 68700DP	W.	F.	B.	Tim.	Ros.	9600
Standard 2½-3½K	2½		147°	S36x5‡	S36x8	Con K4	4-4½x5¼	27.2	Str.	G.	Eis.	Bos-A‡.	D.B-L.	B-L 35	Spi.	Tim 65600SP.	W.	F.	A*.	Tim.	Ros.	5400
Standard 2½-3½ KS	2½		147°	S36x5‡	S36x8	Con K4	4-4½x5¼	27.2	Str.	G.	Eis.	Bos-A‡.	D.B-L.	B-L 55	Spi.	Tim 65600SP.	W.	F.	A*.	Tim.	Ros.	5488
Standard 3½-5 K	3½		160°	S36x5	S36x12	Con L4	4-4½x5½	32.4	Str.	V.	Eis.	Bos-A*.	D.B-L.	B-L 55	Spi.	Tim 66700SP.	W.	F.	A*.	Tim.	Ros.	7465
Standard 3½-5KS	3½		160°	S36x5	S36x12	Con L4	4-4½x5½	32.4	Str.	V.	Eis.	Bos-A‡.	D.B-L.	B-L 60	Spi.	Tim 66700SP.	W.	F.	A*.	Tim.	Ros.	7519
Standard 5-7	5½		165°	S36x6	S40x14	Con B5	4-4¾x6	36.1	Str.	V.	Eis.	Bos-A‡.	D.B-L.	B-L 60	Spi.	Tim 68700SP.	W.	F.	A.	Tim.	Ros.	8700
Sterling DB7-64-18E	1¼		137	P32x6	P32x6	Con 18E	6-3⅜x4	27.3	Zen.	V.		D-R.	D.B-L.	B-L 20	Har.	Tim 52000H	B.	S.	G.	Tim.	Ros.	3355
Sterling DB9-64-16C	1½		139	P34x7	P34x7	Con 16C	6-3⅜x4⅝	27.3	Zen.	V.		D-R.	D.B-L.	B-L 20	Har.	Tim 54000H	B.	S.	G.	Tim	Ros	3625
Sterling DB11-64XL	2		150	P34x7	P34x7	Wau 6XL	6-3½x4½	29 4	Zen.	V.		L-N.	D.B-L.	B-L 35	Har.	Tim 56000H	B.	S.	G.	Tim.	Ros.	4295
Sterling DW13-65XK	3		150	S34x4	S34x7	Wau 6XK	6-3¾x4½	33.7	Zen.	V.		L-N.	D.B-L.	B-L 51	Har.	Wis 8317L	W.	F.	G.	Shu.	Han.	5500
Sterling DW15-64XK	3½		163	S36x4	S36x8	Wau 6XK	6-3¾x4½	33.7	Zen.	V.		L-N.	D.B-L.	B-L 51	Har.	Tim 65000H	W.	F.	G.	Tim.	Ros.	5775
Sterling DW18-64KS	4		166	S36x5	S36x10	Wau 6KS	6-4x4¾	38.4	Zen.	V.		L-N.	D.B-L.	B-L 55	Har.	Tim 65704	W.	F.	A.	Tim.	Ros.	6850
Sterling DC 19-64XK	4½		163	S36x5	S36x10	Wau 6XK	6-3¾x4½	33.7	Zen.	V.		L-N.	D.B-L.	B-L 51	Har.	Own	C.	D.	D.	Tim.	Ros.	6500
Sterling EW 23-64 KS	5		174	S36x5	S40x10	Wau 6KS	6-4x4¾	38.4	Zen.	V.		L-N.	D.B-L.	B-L 60	Har.	Tim 66601D	W.	F.	A.	Tim.	Han.	7950
Sterling DC 23-64 KS	5		166	S36x5	S36x12	Wau 6KS	6-4x4¾	38.4	Zen.	V.		L-N.	D.B-L.	B-L 55	Har.	Own	C.	D.	D.	Tim.	Ros.	8400
Sterling EW27-64SRL	5½		174	P36x6	S40x14	Wau 6SRL	6-4⅜x5⅛	46.0	Zen.	V.		L-N.	D.B-L.	B-L 60	Har.	Tim 68700	W.	F.	A.	Tim.	Han.	9765
Sterling DC26-64SRL	5½		166	S36x5	S40x12	Wau 6SRL	6-4⅜x5⅛	46.0	Zen.	V.		L-N.	D.B-L.	B-L 55	Har.	Own	C.	D.	D.	Tim.	Ros.	7730
Sterling DC27-64HB	5½		174	S36x6	S40x12	Wau 6HB	6-4¼x5¾	43.3	Zen.	V.		L-N.	D.B-L.	B-L 55	Har.	Own	C.	D.	D.	Tim.	Ros.	7825
Sterling EC29-66AB	5½		182	S36x6	S40x14	Wau 6AB	6-4½x5¾	48.6	Zen.	V.		L-N.	O.H-S.	Own	Har.	Own	C.	D.	A.	Tim.	Han.	10380
Sterling EC35-66AB	5½		182	S36x6	S40x14	Wau 6AB	6-4½x5¾	48.6	Zen.	V.		L-N.	O.H-S.	Own	Har.	Own	C.	D.	A.	Tim.	Han.	10930
Stewart 30	1	695	130	P6.50x20	P6.50x20	Lyc	4-3¾x4½	22.5	Str.	V.	D-R.	D-R.	P.B&B.	Cla	Spi.	Sal	S.	F.	G.	Sal.	Ros.	2905
Stewart 16	1¼	1295	130	P32x6	P32x6	Lyc CT	4-3¾x5	22.5	Str.	G.	D-R.	D-R‡.	D.Ful.	Ful SU-1	Spi.	Cla B-365	S.	¾	G.	Col	Gem	3490
Stewart 16X	1¼	1295	130	P32x6	P32x6	Lyc	6-3¼x4½	25.3	Str.	G.	D-R.	D-R.	D.Ful.	Ful	Spi	Cla	S.	½	G*		Ros.	3490
Stewart 28X	1½	1495	136	P30x5	DP30x5	Lyc	6-3¼x4½	25.3	Str.	G.	D-R.	D-R.	D.Ful.	Ful	Spi	Cla	S.	½	G*		Ros.	3958
Stewart 29X	2	1695	145	P32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	Str.	G.	D-R.	D-R.	D.Ful.		U-P.	Tim	S.	F.	G*	Clark	Ros.	4400
Stewart 26XW	2	2290	165	P32x6	DP32x6	Lyc TF	6-3⅝x5	31.5	Str.	V.	D-R.	D-R.	Ful	Ful	Spi.	Tim	W.	F.	G.	Tim.	Ros.	5095
Stewart 18X	2½	2690	165	S32x6	DS32x6	Lyc TF	6-3⅝x5	31.5	Str.	V.	D-R.	D-R.	D.Ful.	Ful	U-P.	Tim	W.	F.	G*	Tim.	Ros.	5806
Stewart 32X	2½	1990	165	P32x6	DP32x6	Lyc	6-3⅝x4½	31.5	Str.	V.	D-R.	D-R.	D.Ful.	Ful	Spi.	Cla	S.	F.	G.	Cla	Ros.	5100
Stewart 33X	3	3290	165	P34x7	DP34x7	Lyc	6-3⅞x5	36.2	Str.	V.	D-R.	D-R.	D.Ful.	Ful	Spi.	Tim	W.	F.	G.	Sal.	Ros.	6450
Stewart 19X	3½	3790	165	S36x5	S36x10	Lyc TS	6-3⅞x5	37.2	Str.	V.	D-R.	D-R.	D.Ful.	Ful	Spi.	Tim	W.	F.	E*.	Sal.	Ros.	6990
Stewart 27X-6-7	3½	5700	165	S36x5	P40x7	Wau	6-4⅜x5½	45.9	Str.	V.	D-R.	D-R.	D.Ful.	Ful	Spi.	Tim	W.	F.	G.	Eat.	Ros.	9927
Stewart 31X	5½	4990	165	S36x6	DS36x6	Wau	6-4⅜x5½	45.9	Str.	V.	D-R.	D-R.	D.Ful.	Ful	Spi.	Tim	W.	F.	G.	Sal.	Ros.	8400
Studebaker GN-P	¾	845	115	B6.00/19	B6.00x19	Own	6-3⅜x4⅛	27.3	Str.	P.	D-R.	D-R.	D.Lon.	W-G.	Spi.	Own	S.	½	K.	Own	Ros.	2300
Studebaker GK-N	1	1095	146	P30x5	P30x5	Own	6-3⅜x4⅝	27.3	Str.	P.	D-R.	D-R.	D.Lon.	Own	Spi.	Own	S.	½	G.	Own	Ros.	2900
Studebaker GN-S	1	1045	130	B6.00/20	P30x5	Own	6-3⅜x4⅛	27.3	Str.	P.	D-R.	D-R.	D.Lon.	Own	Spi.	Own	S.	½	G.	Own	Ros.	
Studebaker GN-N	1¼	1245	146	P30x5	P32x6	Own	6-3⅝x4⅛	27.3	Str.	P.	D-R.	D-R.	D.Lon.	Clark	Spi.	Clark	S.	½	G.	Own	Ros.	3185
Studebaker 77	2½	2765	158	B6.75/32	B6.75/32	Own	8-3½x4⅜	39.2	Str.	O.	D-R.	D-R.	D.Lon.	Ful	Spi.	Eat	S.	½	G*	Eat.	Ros.	4750
Studebaker 88	2½	3165	184	B7.50/20	B7.50x30	Own	8-3x4⅜	39.2	Str.	O.	D-R.	D-R.	D.Lon.	Ful	Spi.	Eat	S.	½	G*	Eat.	Ros.	4920
Studebaker 99	3½	3665	184	B7.50/20	B7.50/20	Own	8-3½x4⅜	39.2	Str.	O.	D-R.	D-R.	D.Lon.	Ful	Spi.	Eat	S.	½	G*	Eat.	Ros.	5400
United 16	1		122½	P32x4½	P32x4½	Wau X	4-3½x4½	19.6	Zen.	G.	A-L.	A-L.	P.B&B.	W-G T 71	Blo	Cla B-365	S.	½	A.	Shu.	Ros.	2400
United 16C	1		122½	P32x4½	P32x4½	Con 29L	6-2⅞x4¾	19.8	Til.	V.	A-L.	A-L.	P.B&B.	W-G T 71	Blo	Cla B-365	S.	½	A.	Shu.	Ros.	2500
United 20	1¼		128	P30x5	P30x5	Her OX	4-4x5	25.6	Str.	G.	A-L.	A-L.	D.B-L.	B-L 20B	Blo	Cla B-365	B.	½	A.	Shu.	Ros.	2900
United 20C6	1¼		128	P30x5	P30x5	Con 16C	6-3¾x4⅝	27.3		V.	A-L.	A-L.	D.B-L.	B-L 20B	Blo	Cla B-365	B.	½	A.	Shu.	Ros.	2900
United 30	1½		148	P30x5	P30x5	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L.	D.B-L.	B-L 31	Blo	Col 54000	S.	F.	A.	Shu.	Ros.	3500
United 30C6	1½		148	P30x5	P30x5	Con 8R	6-3⅜x4½	27.3	Str.	V.	A-L.	A-L.	D.B-L.	B-L 31	Blo	Col 54000	S.	F.	A.	Shu.	Ros.	3600
United 32	2		148	P30x5	P32x6	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L.	D.B-L.	B-L 31	Blo	Wis 4600	R.	F.	A*.	Shu.	Ros.	4000
United 32C6	2		148	P30x5	P32x6	Con 6B	6-3⅜x5	33.7	Str.	V.	Eis.	A-L.	D.B-L.	B-L 35	Blo	Wis 4600	R.	F.	A*.	Shu.	Ros.	4200
United 50	2½		153	S34x4	S34x8	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L.	D.B-L.	B-L 35	Blo	Wis 6600	R.	F.	A*.	Shu.	Ros.	4800
United 50C6	2½		153½	S34x4	S34x8	Con 6B	6-3⅜x5	33.7	Str.	V.	Eis.	A-L.	D.B-L.	B-L 35	Blo	Wis 6600	R.	F.	A*.	Shu.	Ros.	5006
United 70	3½		158⅞	S36x5	S36x5	Her L	4-4½x5¾	32.4	Str.	G.	Eis.	A-L.	D.B-L.	B-L 55	Blo	Wis 1400	R.	F.	A*.	Shu.	Ros.	6200
United 70C6	3½		158⅞	S36x5	S36x5	Con 8T	6-4½x5¼	40.8	Str.	V.	Eis.	A-L.	D.B-L.	B-L 55	Blo	Wis 1400	R.	F.	A*.	Shu.	Ros.	6400
United 40D	4		124¼	P34x7	DP34x7	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L.	D.B-L.	B-L 35	Blo	Wis 6600	R.	F.	A*.	Shu.	Ros.	5100
United 100	5		150½	S36x6	S40x14	Her G	4-4¾x5¾	36.1	Zen.	G.	Eis.	A-L.	D.B-L.	B-L 60	Blo	Wis 1800	R.	F.	A*.	Shu.	Ros.	8900
United 100	5½		151	S36x6	S40x14	Her G	4-4¾x5¾	36.1	Zen.	G.	Eis.	A-L.	D.B-L.	B-L 60	Blo	Wis 1800	R.	F.	A*.	Shu.	Ros.	8900
U.S.U	1	1850	138	P34x5	P34x5	Bud WTU	4-3¾x5½	22.5	Str.	V.	A-L.	A-L.	D.B-L.	B-L 31	Blo	Cla B-501	R.	½	A*.	Shu.	Lav.	3400
U.S.L	1½	2450	148	P32x6	P34x7	Bud HS	6-3⅜x4½	27.3	Str.	V.	A-L.	A-L.	D.B-L.	B-L 31	Blo	Cla I-D	I.	D.	A*.	Shu.	Lav.	4200
U. S. N	1½	1950	144°	S36x4	S36x6	Bud	4-3¾x5½	22.5	Str.	V.	A-L.	A-L.	D.B-L.	B-L 31	Blo	Cla I-D	I.	D.	A*.	Shu.	Lav.	4070
U. S. 21	2	2550	144°	S36x4‡	S36x6‡	Bud WTU	4-3¾x5½	22.5	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo	Tim 64600D	W.	½		Shu.	Lav.	4550
U. S. 20	2	2650	Opt.	S36x4	S36x7	Bud HS	6-3¾x4½	27.3	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo	Tim 64600D	W.	½	A*.	Shu.	Lav.	4800
U. S. 30	3	3375	Opt.	S36x5	S36x10	Bud DW	6-3¾x5	33.7	Str.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo	Tim 65706D	W.	F.	B*.	Shu.	Ros.	6300
U. S. 31	3	3275	156°	S36x5	S36x10	Bud EBU-I	4-4¼x5½	28.9	Str.	V.	Spi.	A-L.	D.B-L.	B-L 51	Blo	Tim 65706D	W.	½	B*.	Shu.	Lav.	6000
U. S. 40	4	4050	168°	S36x6	S36x12	Bud YBU-I	4-4½x6	32.4	Str.	V.	Spi.	A-L.	D.B-L.	B-L 55	Blo	Tim 66700D	W.	F.	B‡.	Tim.	Lav.	7900
U. S. T	5½	4500	172°	S36x6	DS40x6	Bud BTU	4-5x6½	40.0	Str.	V.	Eis.	A-L.	D.B-L.	B-L 60	Blo	Tim 68700S	W.	½	B‡.	Shu.	Lav.	9700
Valley	1¼	1295	132	P32x5	P33x5	Her OX	4-4x5	25.6		V.	D-R.	D-R.	D.Ful.	Ful	Own	Own	S.			Own		
Valley	1½	1595	132	P30x5	P30x5	Her OX	4-4x5	25.6		V.	D-R.	D-R.	D.Ful.	Ful		Wis	R.			Shu.		
Valley	2	1650	132	P32x6	P32x6	Her OX	4-4x5	25.6			D-R.	D-R.	D.Ful.	Ful		Wis	R.			Shu.	Ros.	
Valley	2½	2395	150	P32x6	P32x6	Her OX	4-4x5	25.6			D-R.	D-R.	D.Ful.	Ful		Wis	R.			Shu.	Ros.	
Valley	2½	2495	150	P32x6	P32x6	Her OX	4-4x5	25.6			D-R.	D-R.	D.Ful.	Ful		Wis	R.			Shu.	Ros.	
Valley	3	3495	145°	P34x7	P34x7	Her K	4-4¼x5¾	28.9			D-R.	D-R.	D.Ful.	Ful		Wis	R.			Shu.		
Valley	3	3295	145°	P38x7	P38x7	Her K	4-4¼x5¾	28.9			D-R.	D-R.	D.Ful.	Ful		Wis	R.			Shu.		
Valley	4	3495	145°	P36x7	P36x7	Her K	4-4½x5¾	32.4			D-R.	D-R.	D.Ful.	Ful		Wis	R.			Shu.	Ros.	
Walker FK	3½	6100	Opt.	P40x8	P40x8	Own 6	6-4¼x4¾	43.4	Str.	V.	Eis.	D-R.	Own	Own	Own	Own	R.	D.	E*.	Own	Ros.	7500
Walter FH	5	7600	Opt.	P40x8	DP40x8	Own 6	6-4½x5¾	48.6	Zen.	V.	Eis.	D-R.	Own	Own	Own	Own	R.	D.	E*.	Own	Ros.	9000
Walter FHR	5½	7600	Opt.	S40x8	DS40x8	Own 6	6-4½x5¾	48.6	Zen.	V.	Eis.	D-R.	Own	Own	Own	Own	R.	D.	E*.	Own	Ros.	10000
Walter FK	TT	6100	Opt.	P40x8	P40x8	Own 6	6-4¼x4¾	48.4	Zen.	V.	Eis.	D-R.	Own	Own	Own	Own	R.	D.	E*.	Own	Ros.	7500
Walter FH	TT	7600	Opt.	P40x8	DP40x8	Own 6	6-4½x5¾	48.6	Zen.	V.	Eis.	D-R.	Own	Own	Own	Own	R.	D.	E*.	Own	Ros.	9000
Walter FHR	TT	7600	Opt.	S40x8	DS40x8	Own 6	6-4½x5¾	48.6	Zen.	V.	Eis.	D-R.	Own	Own	Own	Own	R.	D.	E*.	Own	Ros.	10000
Ward La France 20R	2		Opt.	P32x6	DP32x6	Wau XK	6-3¾x4½	33.7	Str.	V.	N-E.	N-E.	D.B-L.	B-L 35	Cle.	Tim 54000H	S.	F.	G*	Tim.	Ros.	5400
Ward La France 25R	2½		Opt.	P34x7	DP34x7	Wau XK	6-3¾x4½	33.7	Str.	V.	N-E.	N-E.	D.B-L.	B-L 35	Cle.	Tim 56001H	S.	F.	G†	‡Tim	Ros.	6000
Ward La France 2B	3		Opt.	S36x5	DS36x5	Wau CU	4-4⅜x5¾	30.6	Str.	G.	Bos-R.	A-L.	D.B-L.	B-L 51	Spi.	Tim 65001D	W.	F.	B‡.	Shu.	Ros.	7400
Ward La France 2B6	3		Opt.	P36x6	DP36x6	Wau KU	6-4¼x4¾	43.3	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 51	Spi.	Tim 65001D	W.	F.	B‡.	Shu.	Ros.	7400

TRUCK CHASSIS—Continued

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL SYSTEM		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Ward La France 30R	3	.....	Opt.	P34x7	DP34x7	Wau KU	6-4¼x4¾	43.3	Str.	V.	L-N.	L-N.	D.B-L.	B-L 51	Spi.	Tim 65001H	W	F.	G†	Tim.	Ros.	7500
Ward La France 4B	3½	.....	Opt.	S36x5	DS36x6	Wau DU	4-4½x6¼	32.4	Str.	G.	Bos-R.	A-L.	D.B-L.	B-L 55	Spi.	Tim 65706D	W	F.	B‡	Shu.	Ros.	8100
Ward La France 4E-6	3½	.....	Opt.	P38x7	DP38x7	Wau KU	6-4¼x4¾	43.3	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 55	Spi.	Tim 65706D	W	F.	B‡	Shu.	Ros.	8300
Ward La France 35R	3½	.....	Opt.	P36x8	DP36x8	Wau KU	6-4¼x4¾	43.3	Str.	V.	L-N.	L-N.	D.B-L.	B-L 55	Spi.	Tim 65706H	W	F	G†‡	Tim.	Ros.	8500
Ward La France 4D6	4	.....	Opt.	P36x8	DP36x8	Wau KU	6-4¼x4¾	43.3	Str.	G.	Bos-R.	A-L.	D.B-L.	B-L 60	Spi.	Tim 66702D	W	F.	B‡	Tim.	Ros.	9700
Ward La France 5D	5	.....	Opt.	S36x6	DS40x7	Wau EU	4-5x6¼	40.0	Str.	G.	Bos-R.	A-L.	D.B-L.	B-L 60	Spi.	Tim 66702D	W	F.	B‡	Tim.	Ros.	9900
Ward La France 5B6	5	.....	Opt.	S36x6	DS40x7	Wau AB	6-4½x5¾	48.6	Str.	G.	L-N	L-N	D.B-L.	B-L 60	Spi.	Tim 66702D	W	F.	B‡	Tim.	Ros.	10200
Ward La France 7D	5½	.....	Opt.	S36x7	DS40x8	Wau GU	4-5½x6¼	46.2	Str.	G.	Bos-R.	A-L.	D.B-L.	B-L 60	Spi.	Tim 68700D	W	F.	B‡	Tim.	Ros.	10500
Ward La France 7B6	5½	.....	Opt.	S36x7	DS40x8	Wau AB	6-4½x5¾	48.6	Str.	G.	L-N	L-N	D.B-L.	B-L 70	Spi.	Tim 68700D	W	F.	B‡	Tim.	Ros.	11000
Whippet 96A	½	405	103¼	B4.75/28	B4.75/28	Own	4-3½x4¾	15.6	Til.	V.	A-L.	A-L.	P.B&B.	Own	M-M	Own	Own	S.	½	H*	Own.	Own.	1691
Whitcomb 6-wheeler	3	.....	Opt.	P36x8	P36x8	Wis Z	6-4½x5	48.6	Str.	O.	L-N.	L-N.	D.Ful.	Ful	Own.	Own	Own	W	F.	G‡	Own.	Ros.	.....
Whitcomb 6-wheeler	5	.....	Opt.	P38x9	P38x9	Wis Z	6-4½x5	48.6	Str.	O.	L-N.	L-N.	D.Ful.	Ful	Own.	Own	Own	W	F.	G.	Own.	Ros.	.....
White 15B	1	1545	133½°	P30x5	P30x5	Own GKA	4-3¾x5⅛	22.5	Zen.	V.	L-N.	L-N.	P.Own.	Own 15	Spi	Own 15B	S.	½	A*.	Own.	Own.	3242
White 60	1	1850	138°	P30x5	P30x5	Own 2A	6-3⅛x4½	29.4	Zen.	V.	D-R.	D-R.	P.Own.	Own 3B	Spi	Own 4C	S.	½	G†	Own.	Han.	3562
White 57	1¼	2725	146°	P32x6	P32x6	Own GRC	4-4x5¼	25.6	Zen.	V.	L-N.	L-N.	P.Own.	OwnGRBB	Spi	Own 57	S.	½	A*.	Own.	Own.	3774
White 20A	1½	2125	145½°	P34x5	DP34x5	Own GKA	4-3¾x5½	22.5	Zen.	V.	L-N.	L-N.	P.Own.	Own 20A	Spi	Own 20A	R.	½	A*.	Own.	Own.	4412
White 61	1½	2450	148°	P30x5	DP30x5	Own 2A	6-3½x4½	29.4	Zen.	V.	D-R.	D-R.	P.Own.	Own 5B	Spi	Own 7C	S.	½	G†	Own.	Han.	4612
White 56	2	3125	165°	S36x4‡	S36x7‡	Own GRC	4-4x5¼	25.6	Zen.	V.		L-N‡.	P.Own.	OwnGRBB	Spi	Own 56	S.	½	B*.	Own	Own	5096
White 51A	2½	3750	170°	S36x5‡	S36x8‡	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P.Own.	OwnGRBA	Spi	Own 51A	S.	½	B*.	Own	Own	6250
White 58	3	4400	180°	S36x5‡	DS36x5‡	Own GRB	4-4¼x5¾	28.9	Zen.	V.	L-N‡.	L-N‡.	P.Own.	Own 4B	Spi	Own	R.	F.	B*.	Own	Own	7535
White 55	3½	4650	174°	S36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P.Own.	Own 4B	Spi	Own	R.	F.	B*.	Own	Own	8402
White 52	5	5100	174°	S36x6	S40x12	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P.Own.	OwnGRBA	Spi	Own	R.	F.	B*.	Own	Own	9184
White 55	5	4765	174°	S36x6‡	DS40x6	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P.Own.	Own 4B	Spi	Own	R.	F.	B*.	Own	Own	8865
White 52	5½	5100	174°	S36x6	S40x12	Own GRB	4-4¼x5¾	28.9	Own	V.		L-N‡.	P.Own.	OwnGRBA	Spi	Own	R.	F.	B*.	Own	Own	9184
White 59	5½	8000	155 1/16°	P40x8	DP40x8	Own 1A	6-4⅜x5¾	45.9	Zen.	E.	L-N.	L-N.	P.Own.	Own 1B	Spi	Own 6C	R.	F.	G°	Own	Ros.	.....
White 52T	TT	4700	129½	S36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P.Own.	Own 4B	Spi	Own	R.	F.	B*.	Own	Own	8236
White 51A	TT	3875	134	S36x5‡	S36x8‡	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P.Own.	Own 4B	Spi	Own	S.	½	B*.	Own	Own	6045
Wichita 20	1½	2350	144	P30x5	P34x7	Wau V	4-4x5	25.6	Str.	G.	Eis	D-R.	D.B-L.	B-L 35	ThSp	Own	W	F.	A*.	She.	Ros.	5100
Wichita 6-50	2	3250	160	P32x6	P34x7	Wau 6XL	6-3½x4½	29.4	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35	ThSp	Own	W	F.	A*.	Vul.	Ros.	5500
Wichita 6-60	2½	3750	165	P32x6	DP32x6	Wau 6XK	6-3¾x4½	33.7	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35	ThSp	Own 30R	W	F.	B‡	Vul.	Ros.	6200
Wichita 6-90	3½	4950	165	P38x7	DP38x7	Wau 6KU	6-4¼x4¾	43.3	Til.	V.	Eis	D-R.	D.B-L.	B-L 55	ThSp	Own 50 R	W	F.	B‡	Vul.	Ros.	7500
Willys-Knight T-103	1½	925	131	P30x5	P30x5	Own	6-2⅛x4⅝	20.7	Til.	V.	A-L.	A-L.	P.Roc.	Ful Wo	M.M.	Cla B364	S.	½	H*	Own.	Own.	2808
Willys-Knight 15	1½	1545	134°	P30x5	P32x6	Own	6-2⅛x4⅝	20.7	Til.	V.	A-L.	A-L.	P.B&B.	Cov.	Blo	Eat 1504	S.	½	H*	Own.	Ros.	3300
Willys-Knight 16	1½	1595	151	P30x5	P32x6	Own	6-2⅛x4⅝	20.7	Til.	V.	A-L.	A-L.	P.B&B.	Cov.	Blo	Eat 1504	S.	½	H*	Own.	Ros.	3400
Willys-Knight 20	2	1945	150°	P32x6	P34x7	Own	6-3⅜x4¾	27.3	Til.	V.	A-L.	A-L.	P.B&B.	Ful KU	Blo	Eat 1504	S.	½	H*	Own.	Ros.	3800
Willys-Knight 21	2	1995	164	P32x6	P34x7	Own	6-3⅜x4¾	27.3	Til.	V.	A-L.	A-L.	P.B&B.	Ful KU	Blo	Eat 1504	S.	½	H*	Own.	Ros.	3900
Willys-Knight 25	2½	2545	150°	P32x6	DP32x6	Own	6-3⅜x4¾	27.3	Til.	V.	A-L.	A-L.	P.B&B.	Ful GU	Blo	Wis 6617B	R.	F.	H*	Col.	Ros.	4920
Willys-Knight 26	2½	2595	164	P32x6	DP32x6	Own	6-3⅜x4¾	27.3	Til.	V.	A-L.	A-L.	P.B&B.	Ful GU	Blo	Wis 6617B	R.	F.	H*	Col.	Ros.	5020
Willys Six C-101	1½	695	131	P30x5	P30x5	Own	6-3¼x3⅛	25.3	Til.	V.	A-L.	A-L.	P.B&B.	Ful WO	M.M.	Cla B-364	S.	½	H*	Own.	Own.	2675
Witt-Will NN	1½	2850	144	S36x4	S36x7	Con S4	4-4¼x5½	28.9	Zen.	V.	Eis	D-R.	D.B-L.	B-L 35	Spi	Tim 64600D	W	½	A*.	Tim.	Ros.	4300
Witt-Will C2	1½	.....	144	P30x5	DP30x5	Con 16C	6-3⅝x4⅝	27.3	Zen.	O.	D-R.	D-R.	D B-L.	B-L 35	Spi	Tim 56000	S.	F.	G†	Tim.	Ros.	4300
Witt-Will R2	2	.....	155	P32x6	DP32x6	Con 16R	6-4x4⅛	38.4	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35	Spi	Tim 63720	W	F.	G†	Tim.	Ros.	5820
Witt-Will R25	2½	.....	155	P32x6	DP32x6	Con 16R	6-4x4⅛	38.4	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35	Spi	Tim 65001	W	F.	G†	Tim.	Ros.	6000
Witt-Will SS	3	.....	168°	S36x4‡	S36x10	Con K4	4-4½x5¼	27.2	Zen.	V.	Eis	D-R.	D.B-L.	B-L 55	Spi	Tim 65700D	W	F.	A*.	Tim.	Ros.	5700
Witt-Will S-L	3	.....	Opt.	S36x5	S36x12	Con L4	4-4½x5½	32.4	Zen.	V.	Eis	D-R.	D.B-L.	B-L 55	Spi	Tim 65700D	W	F.	A*.	Tim.	Ros.	5850
Witt-Will R3	3	.....	165	P36x8	DP36x8	Con18R	6-4x4½	38.4	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 51	Spi	Tim 657006	W	F.	G†	Tim.	Ros.	6500
Witt-Will L	3½	.....	156°	S36x5	S36x12	Con L4	4-4½x5½	32.4	Zen.	V.	Eis	D-R.	D.B-L.	B-L 55	Spi	Tim 65700D	W	F.	A*.	Tim.	Ros.	7750
Witt-Will R35	3½	.....	Opt.	P38x9	DP38x9	Con 20R	6-4½x4¾	40.8	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 51	Spi	Tim 66702	W	F.	G†	Tim.	Ros.	7000
Witt-Will A4	4	.....	172°	S36x6	DS40x6	Con B5	4-4¾x6	36.1	Zen.	G.	Eis	D-R.	D.B-L.	B-L 60	Spi	Tim 66700D	W	F.	A*.	Tim.	Ros.	9200
Witt-Will R35	4	.....	.....	.....	.....	Con R20	6-4½x4¾	40.8	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 55	Spi	Tim 66702	W	F.	G†	Tim.	Bos.	.....
Witt-Will AA	5	.....	172°	S36x6	DS40x7	Con B5	4-4¾x6	36.1	Zen.	G.	Eis	D-R	D B-L.	B-L 60	Spi	Tim 67600	W	F.	A*.	Tim.	Ros.	9350
Witt-Will AS	5½	.....	172°	S36x6	S40x14	Con B5	4-4¾x6	36.1	Zen.	G.	Eis	Bos-A.	D.B-L.	B-L 60 Max	Spi	Tim 68700	W	F.	A*.	Tim.	Ros.	9500
Woods 32	1½	1895	160°	P30x5	DP30x5	Her WXA2	6-3½x4½	29.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	U-M.	Tim.	S.	F.	G†	Tim.	Ros.	4450
Woods 41	2	2295	165°	P32x6	DP32x6	Her WXB	6-3¾x4½	33.7	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	U-M.	Tim.	S.	F.	G†	Tim.	Ros.	4900
Woods 45	2½	2895	165°	P32x6	DP32x6	Her WXC	6-4x4½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	U-M.	Tim.	S.	F.	G‡	Tim.	Ros.	5400
Woods 53 B6	3	3700	185°	P34x7	DP34x7	Her WXC	6-4x4½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	U-M.	Tim.	B.	F.	G†	Tim.	Ros.	6110
Woods 53AW6	3	4350	185°	P34x7	DP34x7	Her WXC	6-4x4½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 55	U-M.	Tim 65706H	W	F.	G†	Tim.	Ros.	6110
Woods 61	3½	4250	146°	P34x7	DP34x7	Her G	4-4¾x5¾	36.1	Zen.	V.	Eis	A-L.	D.B-L.	B-L.	Blo	Tim.	W	F.	A.	Tim.	Ros.	6700
Woods 90	4	4870	210°	P36x8	DP36x8	Her YXC2	6-4½x4¾	48.6	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Blo	Tim.	W	F.	G*	Tim.	Ros.	8240
World D-60	1	.....	143	P32x6	P32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	P.Lon.	Ful	Blo	Tim.	S.	F.	G†	Tim.	Ros.	3600
World D88	1½	.....	147½	P30x5	DP30x5	Lyc	8-2⅞x4¾	26.4	Zen.	O.	A-L.	A-L.	P.Lon.	Ful	Blo	Tim.	S.	F.	F.	Shu.	Ros.	4000
World D88	2	.....	147½	P32x6	DP32x6	Lyc	8-2⅞x4¾	26.4	Zen.	O.	A-L.	A-L.	P.Lon.	Ful	Blo	Tim.	S.	F.	F.	Shu.	Ros.	4475
World D88	2½	.....	164	P34x7	DP34x7	Lyc	8-2⅞x4¾	26.4	Zen.	O.	A-L.	A-L.	P.Lon.	Ful	Blo	Tim.	S.	F.	F.	Shu.	Ros.	5560
World D115	3	.....	168½	P36x8	DP36x8	Lyc	8-3¼x4½	33.8	Zen.	O.	A-L.	A-L.	P.Lon.	B-L.	Spi	Tim.	S.	F.	F.	Shu.	Ros.	6100

ABBREVIATIONS:

°—More than one wheelbase furnished.
Var—Varies with wheelbase.

Wheelbase

*—Tires at extra cost.

Tires

B—Balloon.
P—Pneumatics standard equipment.
DP—Dual pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
‡—Pneumatics can be furnished at extra cost.

Engine

Bud—Buda Co.
Con—Continental Motor Corp.
HaS—American Car & Foundry Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Fuel System

Car—Carter Carburetor Co.
G—Gravity.
Joh—Johnson Co.
Mar—Marvel Carburetor Co.
O—Mechanical Pump.
P—Pressure.
Sch—Wheeler Schebler Car Co.
Ste—Detroit Lubricator Co.
Str—Stromberg Motor Devices Co.
Til—Tillotson Mfg. Co.
V—Vacuum.
Zen—Zenith-Detroit Corp.

Electric System

‡—Generator and Starter at Extra cost.
†—Starter not supplied. Generator at extra cost.
*—Starter at extra cost.
A-L—Electric Auto-Lite Corp.
Apo—Apollo Magneto Corp.
Bos-A—Am. Bosch Magneto Co.
Bos-R—Rob. Bosch Magneto Co.
DJ—De Jon Elec. Corp.
D-R—Delco-Remy Co.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elect. Co.
Non—Not Supplied.
Spl—Splitdorf Electrical Co.

Clutch and Gearset

†—Auxiliary two speed Trans. optional.
B&B—Borg and Beck Co.
B-L—Brown-Lipe Gear Co..
Cla—Clark
Cot—Cotta Trans. Corp.
Cov—Covert Gear Co.
D—Disk.
Dur—Durston Gear Corp.
Ful—Fuller and Sons Mfg. Co.
H-S—Merchant and Evans Co.
Jon—Jones Clutch & Gear, Inc.
K—Cone.
Lon—Long Mfg. Co.
M-E—Merchant and Evans Co
M.M.—Mechanics Machine Co.
Mun—Muncie Gear Works.
O—Disk in Oil.
P—Plate.
Roc—Rockford Drill Machine Co.
W-G—Warner Gear Co.
Yell—Yellow Sleeve V. E. Wks.

Universal

Blo—Blood Bros. Machine Co.
Cle—Cleveland St. Prod. Corp.
Har—Spicer Mfg. Co.
M-E—Merchant and Evans Co.
M.M—Mechanics Machine Co.
Pet—Cleveland Universal Parts Co.
Pic—Pick Mfg. Co.
Spi—Spicer Mfg. Co.
Sp-Bl—Spicer & Blood Bros.
The—Thermoid Rubber Co.
Th-Sp—Thermoid & Spicer.
U-M—Universal Machine Co.
U-P—Universal Products Co.

Front and Rear Axles

½—Semi-Floating.
¾—Three-quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
C—Chain.
D—Dead.
Eat—Eaton Axle Co.
F—Floating.
I—Internal Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co.
She—Sheldon Axle and Spring Co.
Shu—Shuler Axle Co., Inc.
Std.—Standard Parts Co.
Tim—Timken Det. Axle Co.
Tor—Eaton Axle and Spring Co.
Vul—Vulcan Steam Forging Co.
W—Worm
Wis—Wisconsin Parts Co.

Brakes

A—Rear Wheels only.
B—Driveshaft and Rear Wheels.
D—Jackshaft and Rear Wheels.
E—4-Wheel Brakes.
F—4-Wheel brakes with emergency on jackshaft.
G—4-wheel brakes with emergency on driveshaft.
H—4-wheel brakes with emergency on rear wheels.
I—4-Wheel Brakes with emergency on propeller shaft.
J—Driveshaft.
K—Service & Emergency Brakes on four wheels.

Service Brake Type

*—Mechanical.
†—Hydraulic.
‡—Vacuum Booster.
°—Compressed Air.

Steering Gear

CAS—Columbus G & P Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Products Co.
Lav—Hannum Mfg. Co.
Ros—Ross Gear and Tool Co
War—Warner Gear Co.
Weh—Wohlrab Gear Co.

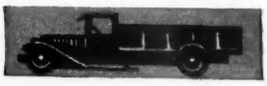
CONTINENTAL GASOLINE

MAKE AND MODEL	GENERAL INFORMATION				ENGINE							ELECTRICAL SYSTEM			TRANSMISSION						RUNNING GEAR			
			Tire Size and Type							Fuel System						Gearset					Brakes			
	Tons Capacity	Wheelbase (In.)	Track (In.)	Front (m.m. or inches)	Rear (m.m. or inches)	No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Carburetor Make	Fuel Feed	Current Source	Starter Fitted?	Generator Fitted?	Clutch Type	Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
FRENCH																									
Berliet	1½	134	58	P 30x5	P 32x6d	4-3.54x5.11	L.	4	Pin	abc	Pu	Zen	V	M	Yes	Yes	MD	Eng	4	C	2 Met	Sp	IFR	IR	WW	D
Berliet	2	143	67	P 835x135	P 835x135d	4-3.14x5.11	L.	4	Ch	abc	Pu	Zen	V	B	Yes	Yes	MD	Eng	4	C	2 Fab	Sp	IFR	IR	WW	D
Berliet	2	149	63	P 835x135	P 835x135d	4-3.54x5.11	L.	4	Ch	abc	Pu	Zen	V	B	Yes	Yes	MD	Eng	4	C	3 Fab	Wo	IFR	IR	WW	D
Berliet	3	152	58	P 855x155	P 855x155d	4-3.54x5.11	L.	4	Ch	abc	Pu	Zen	V	B	Yes	Yes	MD	Eng	4	C	3 Fab	Wo	IFR	IR	WW	D
Berliet	5	169	67	P 40x8	P 40x8d	4-3.93x5.51	L.	2	Pin	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	3 Fab	Ch	ET	IFR	WW	D
Berliet	5	169	78	P 1030x160	P1030x160d	4-4.33x5.11	L.	2	Pin	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	3 Fab	Ch	IR	IR	WW	D
Berliet	5	179	78	P 950x140	P1030x160d	6-4.33x5.51	L.	6	Ch	abc	Pu	Zen	V	M	Yes	Yes	MD	Sep	4	C	3 Met	Ch	IR	IR	WW	D
Berliet	5½	166	71	P 1025x185	P1025x185d	4-4.33x5.51	L.	2	Pin	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	2 F2M	Sp	IFR	IR	WW	D
Berliet	5½	166	71	S1025x185	S 970x200d	4-4.33x5.51	L.	2	Pin	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	2 F2M	Be	IFR	IR	WW	CS
Berliet	5½	219	73	P 40x8	P 40x8	4-4.33x5.51	L.	2	Pin	abc	Pu	Zen	V	M	Yes	Yes	MD	Sep	4	C	2 F3M	Sp	IFR	IR	WW	D
Berliet	7½	141	74	P 950x140	P1030x160d	4-4.33x5.51	L.	2	Pin	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	2 Fab	Ch	IR	IR	WW	CS
Berliet	7½	205	72	P 40x8	P 40x8d	6-4.33x5.51	L.	2	Pin	abc	Pu	Zen	V	M	Yes	Yes	MD	Sep	4	C	4 Met	Be	IFR	IR	WW	D
Berliet (6 Wheels)	10	189	74	P 40x8	P 40x8	4-4.33x5.51	L.	2	Pin	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	3 Fab	Ch	IR	IR	WW	D
Berliet	10	194	80	P1030x160	P1030x160	4-4.33x5.51	L.	2	Ch	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	3 Fab	Ch	IR	IR	WW	D
Berliet (6 Wheels)	10	195	78	P 42x9	P 42x9	6-4.33x5.51	L.	6	Ch	abc	Pu	Zen	V	M	Yes	Yes	MD	Sep	4	C	3 Met	Ch	IR	IR	WW	D
Berliet	10	203	78	P1030x160	S1030x250	6-4.33x5.51	L.	6	Ch	abc	Pu	Zen	G	M	Yes	Yes	MD	Sep	4	C	3 Met	Ch	IR	IR	WW	D
Bernard	3	169	65	P 32x6	P 32x6d	4-3.75x5	L.	4	Pin	abc	Th	Sol	G	M	Yes	Yes	MD	Eng	4	C	2 Fab	DR	IFR	IFR	WS	D
Bernard	4	180	69	P 34x7	P 34x7d	4-4.01x5	L.	4	Pin	abc	Pu	Sol	G	M	Yes	Yes	MD	Eng	4	C	2 Fab	DR	IFR	IFR	WS	D
Bernard	5	204	72	P 38x9	P 38x9d	6-3.75x5	L.	6	Pin	abc	Pu	Sol	G	M	Yes	Yes	MD	Eng	4	C	4 Fab	DR	IFR	IFR	WS	D
Chenard Walcker	Trac10	92	63	P 895x135	P 895x135d	4-3.12x5.90	I	4	Pin	abc	Th	Sol	G	M	Yes	Yes	SP	Sep	5	C	1 Met	DR	ET	IR	WS	D
Chenard Walcker	Trac10	92	63	P 895x135	P 895x135d	4-4.13x5.51	Sl	4	Ch	Spl	Pu	Sol	G	M	Yes	Yes	MD	Sep	5	C	1 Met	DR	ET	IR	WS	D
Chenard Walcker, 6 wh	Trac	127	63	P 855x155	P 855x155d	4-3.12x5.90	I	4	Pin	abc	Th	Sol	G	M	Yes	Yes	SP	Sep	5	C	1 Met	Ch	ET	IR	WS	D
Chenard Walcker, 6 wh	Trac	127	63	P 855x155	P 855x155d	4-4.13x5.51	Sl	4	Ch	Spl	Pu	Sol	G	M	Yes	Yes	MD	Sep	5	C	1 Met	Ch	ET	IR	WS	D
Citroen	1	122	51	P 13x45	P 13x45	4-2.83x3.93	L.	4	Ch	abc	Pu	Sol	G	B	Yes	Yes	SP	Eng	3	C	2 Met	Sp	IFR	ET	WS	D
Citroen	1¾	131	58	P 30x5	P 32x6	6-2.83x3.93	L.	6	Ch	abc	Pu	Sol	V	B	Yes	Yes	SP	Eng	4	C	2 Met	Sp	IFR	ET	WS	D
Cottin Desgouttes	2½	153	67	P 32x6	P 32x6	4-3.54x6.29	L.	4	Ch	abc	Pu	Zen	V	M	Yes	Yes	SP	Eng	4	C	2 Met	Sp	IFR	ET	WS	D
Cottin Desgouttes	4	177	70	P 36x6	P 36x6d	6-3.85x5	L.	6	Ch	abc	Pu	Zen	V	B	Yes	Yes	MD	Eng	4	C	2 Met	DR	IFRT	IR	WS	D
Delahaye	1½	131	52	P 14x50	P 30x5	4-2.72x4.42	L.	4	Pin	ab	Pu	Sol	G	M	Yes	Yes	SP	Eng	4	C	1 Met	Sp	IFR	IFR	WS	D
Delahaye	2½	143	65	P 895x135	P 895x135d	4-3.54x5.11	L.	4	Pin	abc	Pu	Sol	G	M	Yes	Yes	Co	Eng	4	C	2 Met	Sp	IFR	IR	WS	D
Delahaye	5	166	67	P1025x185	P1025x185d	4-3.93x6.29	L.	4	Pin	abc	Pu	Sol	G	M	Yes	Yes	Co	Eng	4	C	2 Met	DR	IFR	IR	WS	D
Dewald	3	132	68	S 850x120	S 940x130d	4-3.93x5.51	L.	4	Pin	abc	Pu	Zen	G	M	Opt	Opt	Co	Sep	4	R	2 Met	Ch	ET	IR	WS	Wood
Dewald	5	132	69	S 850x120	S 950x140d	4-4.33x5.9	L.	2	Pin	abc	Pu	Zen	G	M	Opt	Opt	Co	Sep	4	R	2 Met	Ch	ET	IR	WS	Wood
Dewald	7	133	67	S 850x160	S 970x180d	4-4.33x5.9	L.	2	Pin	abc	Pu	Zen	G	M	Opt	Opt	Co	Sep	4	R	2 Met	Ch	ET	IR	WS	Wood
Dewald	10	140	67	S 900x180	S 970x200d	4-4.33x5.9	L.	2	Pin	abc	Pu	Zen	G	M	Opt	Opt	Co	Sep	4	R	2 Met	Ch	ET	IR	WS	Wood
De Dion Bouton	1	129	55	P 17x50	P 17x50	4-2.85x4.72	L.	4	Ch	abc	Pu	Sol	G	M	Yes	Yes	SP	Eng	4	C	1 Met	Sp	IFR	IFR	WS	D
De Dion Bouton	4	168	70	P 955x155	P 955x155d	4-3.74x5.51	L.	4	Pin	abc	Pu	Sol	G	M	Yes	Yes	SP	Eng	4	C	2 Met	DR	ITF	IFR	WS	D
Hurtu	½	108	48	P 13x45	P 13x45	4-2.44x4.33	L.	4	Ch	a	Th	Sol	G	M	Yes	Yes	SP	Eng	4	C	2 Fab	Sp	IFR	IFR	WW	D
Hurtu	1	114	53	P 15x50	P 15x50	4-2.99x5.11	L.	4	Ch	a	Th	Sol	G	M	Yes	Yes	SP	Eng	4	R	2 Fab	Sp	IFR	IFR	WW	D
Hurtu	1¼	114	53	P 16x50	P 16x50	4-2.99x5.11	L.	4	Ch	a	Th	Sol	G	M	Yes	Yes	SP	Eng	4	R	2 Fab	Sp	IFR	IFR	WW	D
Induco	½	108	47	P 730x130	P 730x130	4-2.32x3.93	I	4	Pin	abc	Th	Sol	G	M	Yes	Yes	Co	Eng	4	C	1 F1M	Sp	IFR	ET	WW	D
Induco	2	151	61	P 32x6	P 32x6	4-2.75x5.11	I	4	Pin	abc	Th	Sol	G	M	Yes	Yes	Co	Eng	4	C	I F1M	DR	IFR	ET	WW	D
Laffly	2	135	63	P 38x9	P 38x9d	4-3.54x5.11	I	4	Pin	a	Pu	Zen	G	M	Yes	Yes	MD	Eng	4	C	2 Fab	Sp	IFR	IR	SN	D
Laffly	4	177	59	P 36x7	P 36x7d	4-3.54x5.11	I	4	Pin	a	Pu	Zen	G	M	Yes	Yes	MD	Eng	4	C	4 Fab	Sp	IFR	IR	SN	D
Laffly	5	169	63	P 38x7	P 38x8d	4-3.54x5.11	I	4	Pin	a	Pu	Zen	G	M	Yes	Yes	MD	Eng	4	C	4 Fab	Sp	IFR	IR	SN	D
Latil	Trac	90	60	P 835x135	P835x135d	4-3.54x5.11	L.	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Eng	4	C	2 Met	IG	IT	IR	WS	D
Latil	Trac	90	59	P 955x155	P 955x155	4-3.34x5.11	L.	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Eng	4	C	2 Met	IG	IFR	IT	WS	CS
Latil	1½	152	59	P 955x155	P 955x155	4-3.34x5.11	L.	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Eng	4	C	2 Met	IG	IT	IR	WS	D
Latil	2	153	60	P1025x185	P 1025x185	4-3.34x5.11	L.	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Eng	4	C	2 Met	IG	IT	IR	WS	D
Latil	3	167	72	P 34x7	P 24x5d	4-4x5.51	L.	4	Ch	ab	Pu	Sol	V	M	No	Opt	SP	Eng	4	C	2 Met	IG	ITF	IR	SN	D
Latil	5	161	66	S1000x140	S1030x160d	4-4x6.29	L.	4	Pin	abc	Pu	Sol	V	M	Opt	Opt	SP	Eng	4	C	2 Met	IG	IT	IR	WS	CS
Licorne	¼	95	49	P 11x45	P 11x45	4-2.36x3.14	L.	4	Pin	abc	Th	Sol	G	M	Yes	Yes	SP	Eng	3	C	1 Fab	Sp	IFR	IR	WS	D
Licorne	½	106	51	P 12x45	P 12x45	4-2.55x4.1	L.	4	Pin	abc	Th	Sol	G	M	Yes	Yes	Co	Eng	4	C	2 Met	Sp	IFR	IR	WS	D
Licorne	1½	134	55	P 820x120	P 835x135	4-2.63x4.72	L.	4	Pin	abc	Th	Sol	G	M	Yes	Yes	Co	Sep	4	C	2 Met	Sp	IFR	IR	WS	D
Licorne	2	135	60	P 835x135	P 835x135d	4-2.95x5.11	L.	4	Pin	abc	Th	Sol	G	M	Yes	Yes	Co	Sep	4	C	2 Met	Be	IFR	IR	WS	D
Licorne	3½	147	66	P 855x155	P855x155d	4-3.34x5.11	L.	4	Pin	abc	Th	Sol	G	M	Yes	Yes	Co	Sep	4	C	2 Met	Be	IFR	IR	WS	D
Mathis	1	118	49	P 14x45	P 16x50	4-2.83x4.13	L.	4	Ch	abc	Th	Sol	G	B	Yes	Yes	SP	Eng	4	C	2 Fab	Sp	IFR	IR	SN	D
Mathis	1¾	131	59	P 15x50	P 32x6	6-3.14x3.93	L.	6	Ch	abc	Th	Sol	V	B	Yes	Yes	SP	Eng	4	C	2 Met	Sp	IFR	IR	SN	D
Mathis (6 wh.)	3	168	59	P 17x50	P 34x7.5	6-3.14x3.93	L.	6	Ch	abc	Pu	Sol	V	B	Yes	Yes	SP	Eng	4	C	2 Met	Sp	IFR	IR	SN	D
Morris Leon Bollee	1½	132	56	P 32x6	P 32x6	4-3.14x4.72	I	4	Pin	abc	Th	Zen	G	M	Yes	Yes	SP	Eng	4	C	2 Met	Wo	IFR	IR	WS	StS
Morton	6	180	67	P 40x8	P 40x8d	4-2.95x5.9	I	4	Pin	abc	Pu	Die	M P	No	Yes	Yes	MD	Eng	4	C	4 Met	DR	IFR	ET	WW	D
Panhard Levassor	1¾	129	53	P 30x5	P 30x5	4-2.95x5.11	Sl	4	Ch	a	Pu	Pan	P	M	Opt	Opt	SP	Eng	4	C	1 Met	Sp	IFR	IFR	SN	D
Panhard Levassor	3	146	63	P 30x5	P 30x5d	4-3.34x5.51	Sl	4	Ch	a	Pu	Pan	P	M	Opt	Opt	SP	Eng	4	C	1 Met	Sp	IFR	IFR	SN	D
Panhard Levassor	3½	146	63	P 895x135	P895x135d	4-2.95x5.11	Sl	4	Ch	a	Pu	Pan	P	M	Opt	Opt	SP	Eng	4	C	1 Met	Sp	IFR	IFR	SN	D
Panhard Levassor	4	146	65	P 30x5	P 30x5d	6-2.95x5.11	Sl	6	Ch	a	Pu	Pan	P	B	Yes	Yes	SP	Eng	4	C	1 Met	Sp	IFR	IFR	SN	D
Panhard Levassor	6	161	75	P 38x7	P 38x7d	4-4.13x5.51	Sl	4	Ch	a	Pu	Pan	P	M	Opt	Opt	SP	Eng	4	C	1 Met	Sp	IFR	IFR	SN	D
Panhard Levassor	6½	161	75	P 38x7	P 38x7d	4-4.13x5.51	Sl	4	Ch	a	Pu	Pan	P	M	Opt	Opt	SP	Eng	4	C	1 Met	Sp	IFR	IFR	SN	D
Panhard Levassor	8	161	72	P 40x8	P 40x8d	4-4.13x5.51	Sl	4	Ch	a	Pu	Pan	P	M	Opt	Opt	SP	Eng	4	C	1 Met	Sp	IFR	IFR	SN	D
Peugeot	1¾	131	52	P 14x50	P 30x5	6-2.55x3.93	L.	6	Ch	abc	Pu	Sol	G	M	Yes	Yes	SP	Eng	4	C	1 Met	Sp	IFR	IR	SN	D
Renault	¼	104	51	P 12x45	P 12x45	6-2.28x3.66	L.	6	Pin	ab	Th	Own	G	B	Yes	Yes	SP	TT	3	R	1 Met	Sp	IFR	IR	WS	D
Renault	½	122	57	P 14x50	P 14x50	4-2.95x4.72	L.	4	Pin	ab	Th	Own	G	B	Yes	Yes	SP	TT	3	C	1 Met	Sp	IFR	IR	WS	D
Renault	1½	126	58	P 30x5	P 30x5	4-2.95x4.72	L.	4	Pin	ab	Th	Own	G	B	Yes	Yes	SP	TT	3	C	1 Met	Sp	IFR	IR	WS	D
Renault	2	146	63	P 835x135	P835x135d	4-2.95x4.72	L.	4	Pin	ab	Th	Own	G	B	Yes	Yes	SP	TT	4	C	1 Met	Sp	IFR	IR	WS	D
Renault	2½	146	63	P 32x6	P 32x6d	6-2.95x4.72	L.	6	Pin	ab	Pu	Own	V	B	Yes	Yes	SP	TT	4	C	1 Met	Sp	IFR	IR	WS	D
Renault	3	162	63	P 32x6	P 32x6d	6-2.95x4.72	L.	6	Pin	ab	Pu	Own	G	B	Yes	Yes	SP	TT	4	C	1 Met	DR	IFR	IR	WS	D
Renault	4	171	68	P 38x7	P 38x7d	4-3.93x6.29	L.	2	Pin	ab	Th	Own	G	M	Yes	Yes	MD	Sep	4	R	2 Met	DR	IFR	IR	WS	D
Renault	5½	161	68	P1025x185	P1025x185d	4-3.93x6.29	L.	2	Pin	ab	Th	Own	G	M	Yes	Yes	MD	Sep	4	R	2 Met	DR	IFR	IR	WS	D
Renault	Trac 6	111	63	P835x135	P 835x135d	6-2.95x4.72	L.	6	Pin	ab	Pu	Own	G	B	Yes	Yes	SP	TT	4	C	1 Met	DR	IFR	IR	WS	D
Renault	7½	181	67	S1010x160	S1010x200d	4-3.93x6.29	L.	2	Pin	ab	Th	Own	G	M	Yes	Yes	MD	Sep	4	R	2 Met	IG	IFR	IR	WS	CS
Renault	Trac12	120	68	P 955x155	S 850x160d	4-4.33x6.29	L.	2	Pin	ab	Th	Own	G	M	No	No	MD	TT	4	C	1 Met	IG	IFR	IR	WS	CS
Rochet Schneider	2	145	66	P855x155	P855x155d	4-3.54x5.11	L.	4	Pin	abc	Th	Zen	V	M	Yes	Yes	Co	Eng	4	R	1 Met	DR	IFR	IR	WS	D
Rochet Schneider	3	163	65	P835x135	P835x135d	4-4.01x5.51	L.	4	Pin	abc	Th	Zen	V	M	Yes	Yes	Co	Eng	4	C	1 Met	DR	IFR	IR	WS	D
Rosengart	½	75	40	P 27x4	P27x4	4-2.20x2.99	L.	4	Pin	ab	Th	Sol	G	B	Yes	Yes	SP	Eng	3	C	1 M1F	Sp	IFR	IR	WS	D
Roy Georges	¾	118	49	P 13x45	P 13x45	4-2.67x3.74	L.	4	Pin	abc	Th	Zen	G	M	Yes	Yes	SP	Eng	3	C	1 Fab	Sp	IFR	IR	WS	D
Roy Georges	1½	129	55	P 16x50	P 16x50	4-2.75x3.93	L.	4	Pin	abc	Th	Zen	G	M	Yes	Yes	SP	Eng	3	C	1 Fab	DR	IFR	IR	WS	D
Roy Georges	2½	139	56	P 38x9	P 38x9d	4-3.03x4.34	L.	4	Pin	abc	Th	Zen	G	M	Yes	Yes	SP	Eng	3	C	1 Fab	DR	IFR	IR	WS	D
Saurer	3	165	65	P 36x7	P 36x7d	4-3.93x5.90	I	4	Pin	Spl	Pu	Cla	G	M	Yes	Yes	MD	Eng	4	C	2 Met	Sp	IFR	IR	WS	D
Saurer	5	196	66	P 40x8	P 40x8d	4-4.33x7.08	L.	4	Pin	Spl	Pu	Zen	G	M	Yes	Yes	Co	Eng	4	R	2 Met	Sp	IR	IR	WS	D
Saurer (Diesel)	6	196	73	P 42x9	P 42x9d	6-4.33x5.90	I	6	Pin	abc	Pu	Die	G	Die	Yes	Yes	MD	Eng	4	C	3 Met	Sp	IFR	IR	WS	D
Somua	3½	166	65	P 36x7	P 36x7d	4-3.93x5.90	F	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Sep	4	C	2 Met	IG	ER	ET	WW	D
Somua	5½	177	68	P 36x7	P 36x7d	4-3.93x5.90	F	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Sep	4	C	2 Met	IG	ER	ET	WW	D
Somua	6	176	68	P 36x7	P 36x7d	4-3.93x5.90	F	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Sep	4	C	2 Met	IG	ER	ET	WW	D
Somua	10	165	68	S970x160	S970x200d	4-3.93x5.90	F	4	Pin	abc	Pu	Sol	G	M	Opt	Opt	SP	Sep	4	C	2 Met	IG	ER	ET	WW	CS
Unic	¾	120	55	P 16x50	P 16x50	4-2.87x4.72	L.	4	Ch	abc	Pu	Zen	G	M	Yes	Yes	SP	Eng	4	C	2 Met	Sp	IFR	IR	WS	D
Unic	1	130	55	P 17x50	P 17x50	4-2.87x4.72	L.	4	Ch	abc	Pu	Zen	G	M	Yes	Yes	SP	Eng	4	C	2 Met	Sp	IFR	IR	WS	D

TRUCK CHASSIS

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
FRENCH—Cont.																										
Unic	1½	128	57	P835x135	P835x135d	4-3.14x5.11	L.	4	Ch.	abe.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	IR.	WS.	D.
Unic	2	138	60	P 895x135	P 895x135d	4-3.14x5.11	L.	4	Ch.	abe.	Pu.	Viel.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	2 Met.	DR.	ET.	IR.	WS.	D.
Unic	2	141	61	P 895x135	P 895x135d	4-3.14x5.11	L.	4	Ch.	abe.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IFR.	ET.	WS.	D.
Unic	3	173	67	P 955x155	P 955x155d	4-3.34x5.51	L.	4	Ch.	abe.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Met.	DR.	IFR.	ET.	WW.	D.
Vermorel	1¼	123	55	P 835x135	P 835x135	4-2.75x4.33	I.	4	Pin.	abe.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1 M1F	Sp.	IFR.	IFR.	WS.	D.
Vermorel	1½	127	55	P 32x6	P 32x6	4-2.75x4.33	I.	4	Pin.	abe.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1 M1F	Sp.	IFR.	IFR.	WS.	D.
Willeme	5	132	70	P 40x8	P 40x8d	4-5x6	L.	2	Pin.	abe.	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4	C.	2 Met.	Wo.	IR.	IR.	WS.	D.
Willeme	7½	140	72	S 36x6	S 40x14	4-4.75x6	L.	2	Pin.	abe.	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4	C.	2 Met.	Wo.	IR.	IR.	WS.	CS.
Willeme	10	145	70	S 36x6	S 40x16	4-5x6	L.	2	Pin.	abe.	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4	C.	2 Met.	Wo.	IR.	IR.	WS.	CS.
Willeme, 6 Wh.	12	148	70	P 40x8	P 40x8d	4-5x6	L.	2	Pin.	abe.	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4	C.	2 Met.	Wo.	IR.	IR.	WS.	D.
BELGIAN																										
Bovy	1½	144	56	P 32x6	P 32x6	4-3.34x5.3	F.	4	Pin.	a.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Fab.	Sp.	IFR.	IFR.	SN.	D.
Bovy	2½	144	57	P 855x155	P 855x155d	4-3.62x5.3	F.	4	Pin.	a.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Fab.	Sp.	IFR.	IFR.	SN.	D.
Bovy	3	142	57	P 32x6	P 32x6d	4-3.93x5.3	F.	4	Pin.	a.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Fab.	Sp.	IFR.	IFR.	SN.	D.
Brossel	3	147	63	P 36x6	P 36x6d	4-3.54x5.9	L.	4	Pin.	abe.	Th.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	Wo	IFR.	IR.	WS.	D.
Brossel	5	177	68	P 36x8	P 36x8d	4-3.93x5.9	L.	4	Pin.	abe.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2 Fab.	Wo	IFR.	IR.	WS.	D.
Dasse	2	177	68	P 32x6	P 32x6	8-2.95x4.72	L.	8	Pin.	abe.	Pu.	Sol.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	4 Fab.	DR.	IFR.	IR.	WS.	D.
Miesse	4	168	69	P 40x10	P 40x10	4-3.14x5.11	I.	4	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	SN.	D.
Miesse	4	204	69	P 40x10	P 40x10	8-3.14x5.11	I.	8	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab.	Sp.	IFR.	IR.	SN.	D.
Miesse	5	181	69	P 36x8	P 36x8d	8-3.14x5.11	I.	8	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	SN.	D.
Miesse	7	207	78	P 40x10.5	P 40x10.5	8-3.14x5.11	I.	8	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Fab.	Sp.	IFR.	IR.	SN.	D.
Minerva	2	145	64	P 32x6	P 32x6d	4-3.54x5.51	Sl.	4	Ch.	Spl.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	5 Fab.	DR.	IFR.	ET.	CL.	D.
Minerva	3	169	64	P 36x6	P 36x6d	4-3.54x5.51	Sl.	4	Ch.	Spl.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab.	DR.	IFR.	ET.	CL.	D.
Minerva	3¾	170	64	P 32x6	P 32x6d	4-3.54x5.51	Sl.	4	Ch.	Spl.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab.	DR.	IFR.	ET.	CL.	D.
Minerva	4	170	69	P 38x7	P 38x7d	4-4.33x5.51	Sl.	4	Ch.	ab.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab.	Sp.	IFR.	IFT.	CL.	D.
Minerva	5	170	67	P 40x8	P 40x8d	4-4.33x5.51	Sl.	4	Ch.	ab.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab.	DR.	IFR.	IFT.	CL.	D.
Minerva	5	186	69	P 38x7	P 38x7d	4-4.33x5.51	Sl.	4	Ch.	ab.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab.	Sp.	IFR.	IFT.	CL.	D.
Minerva	5	209	69	P 38x7	P 38x7d	6-3.74x5.51	Sl.	6	Ch.	ab.	Pu.	Zen.	M P	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 M1F	Sp.	IFR.	IFT.	CL.	D.
Minerva	5	225	69	P 38x7	P 38x7d	4-4.33x5.51	Sl.	4	Ch.	ab.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	4 Fab.	Sp.	IFR.	IFT.	CL.	D.
ITALIAN																										
Fiat	1½	120	56	P 30x5	P 32x6	4-2.95x5.11	L.	4	Ch.	abe.	Pu.	Sol.	G.	M.	Yes.	Yes.	MD.	Eng.	4	R.	1 Met.	Sp.	IFR.	IR.	WW	D.
Fiat	2	126	58	P 32x6	P 32x6	6-2.83x4.05	L.	6	Pin.	abe.	Pu.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Wo	IFR.	IR.	WS.	D.
Lancia	2	170	64	P 955x155	P 955x155d	4-4.33x5.11	L.	4	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Sep.	4	C.	2 Met.	Sp.	ITF.	IR.	WS.	D.
Lancia	2½	185	64	P 955x155	P 955x155d	4-4.33x5.11	L.	4	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Sep.	4	C.	2 Met.	Sp.	ITF.	IR.	WS.	D.
Lancia	4	233	73	P 985x205	P 985x205	6-3.93x5.90	I.	6	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 M1F	Sp.	IFR.	IR.	WS.	D.
Spa	2½	137	59	P 32x6	P 32x6d	4-3.34x4.72	L.	4	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	R.	1 Met.	DR	IFR.	IFRT	WS.	D.
Spa	3	177	61	P 34x7	P 34x7d	4-3.93x5.51	L.	4	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab	DR.	IFR.	IFRT	WS.	D.
Spa	5	157	65	P 36x8	P 36x8d	4-3.93x5.51	L.	4	Pin.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Fab	DR.	IFR.	IFRT	WS.	D.
GERMAN																										
Adler	1½	131	57	P30x5	P30x5	6-2.95x4.33	L.	6	Ch.	abe.	Pu.	Pal.	Vac.	B.	Yes.	Yes.	SP.	Eng.	3	C.	2 Met.	Sp.	EF.	ET.	WS.	D.
Ansbach	½	88	45	P27x4	P27x4	2-	I.	1	Spur.	Pre.	Air		G.	M.	No.	Yes.	SP.	Sep.	3	R.	2 Fab.	Wo	IR.	IR.	WS.	D.
Brennabor	2½	156	56	P7x20	P7.5x20	6-3.03x4.37	L.	6	Ch.	abe.	Pu.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Sp.	IF.	ET.	WS.	A.
Bussing IIIGL	5	185	72	P38x7	P38x7d	6-4.52x5.9	I.	2	Sp.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Met.	DR.	IF.	ET.	WS.	D.
Bussing (6-wh.) IVGL	9½	218	75	P40x10	P40x10	6-4.92x6.3	I.	2	Sp.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Met.	DR.	IF.	IR.	WS.	CS.
Bussing VG	7	165	74	P40x8	P40x8d	6-4.52x5.9	I.	2	Sp.	abe.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Met.	DR.	IF.	ET.	WS.	CS.
Daimler-Benz (Ex.)	1½	128	57	P6x20	P6x20	6-2.91x3.93	L.	6	Sp.	abe.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	2 Met.	DR.	IF.	IR.	SN.	HS.
Daimler-Benz, 6-wh. Diesel	10	275	76	P40x10	P40x10	6-4.13x6.5	I.	3	Sp.	abe.	Pu.	None	Pu.	No	Yes.	Yes.	MD.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	CS.
Daimler-Benz, 6-wh.	10	275	76	P40x10	P40x10	6-4.13x4.52	L	3	Sp	abe.	Pu.	Pal.	Pu.	M.	Yes.	Yes.	MD.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	CS.
Daimler-Benz N5	7½	200	72	S1000x185	S1010x200	6-3.93x5.9	L.	3	Sp.	abe.	Pu.	Pal.	Pu.	M.	Yes.	Yes.	MD.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	CS.
Daimler-Benz Die. LK5	7½	177	72	S1000x185	S1010x200	6-4.13x6.5	I.	3	Sp.	abe.	Pu.	None	Pu.	No	Yes.	Yes.	MD.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	HS.
Daimler-Benz L5	7½	177	72	P40x8	P40x8d	6-4.13x5.9	L.	3	Sp.	abe.	Pu.	Pal.	Pu.	M.	Yes.	Yes.	MD.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	CS.
Daimler-Benz LD2	5½	173	67	S970x130	S985x150d	6-4.13x5.9	L.	3	Sp.	abe.	Pu.	Pal.	Pu.	M.	Yes.	Yes.	MD.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	CS.
Daimler-Benz N46	3	177	60	P32x6	P32x6d	6-3.15x5.12	L.	6	Sp	abe.	Pu.	Sol.	Pu.	B.	Yes.	Yes.	SP.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	D.
Daimler-Benz N1	2½	147	60	P30x5	P30x5d	6-3.15x5.12	L.	6	Sp.	abe.	Pu.	Sol.	Pu.	B.	Yes.	Yes.	SP.	Eng.	4	C.	F.M.	DR.	IF.	IR.	SN.	D.
Daimler-Benz L45	3¼	157	57	P32x6	P32x6d	6-3.15x5.12	L	6	Sp	abe.	Pu.	Sol.	Pu.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	DR.	IF.	IR.	SN.	D.
Daimler-Benz L2	5	165	67	P38x7	P38x7d	6-3.93x5.9	L.	3	Sp.	abe.	Pu.	Pal.	Pu.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	IF.	IR.	SN.	CS.
Daag CF3	5	167	63	P36x6	P36x6d	4-4.33x6.3	I.	4	Sp.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Met.	DR.	IF.	IR.	WS.	D.
Daag C4	6	177	65	P38x7	P38x7d	4-4.72x6.3	I.	4	Sp.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Met.	DR.	IF.	IR.	WS.	D.
Daag L6	7½	189	74	S200x770	S200x770d	6-3.93x6.1	I.	6	Sp.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2 Fab	DR.	IF.	IR.	SN.	CS.
Elite-Diamant	1½	157	56	P32x6.75	P32x6.75	6-2.95x4.64	L.	6	Ch.	abe.	Pu.	Zen.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	IF.	IR.	SN.	D.
Faun	3½	202	71	P34x7	P34x7d	6-3.7x6.61	...	6	Ch.	abe.	Pu.	May.	Pu.	Mb	Yes.	Yes.	SP.	Eng.	3	C.	Met.	DR.	IF.	ET.	WS.	CS.
Faun	5	234	71	P38x8	P38x8d	6-3.7x6.61	...	6	Ch.	abce.	Pu.	May.	Pu.	Mb	Yes.	Yes.	SP.	Eng.	3	C.	Met.	DR.	IF.	ET.	WS.	CS.
Fuchs (trailers with 1 and 2 axles'	10& 15	94	64	S1080x170	S1080x170d	6-3.7x6.61	...	6	Ch.	abce.	Pu.	May.	Pu.	Mb	Yes.	Yes.	M D.	Eng.	8	C.	N.	Ch.	IF.	IR.	WS.	CS.
Hansa-Lloyd SL/1.5	2	134	60	P6x20	P6x20d	6-3.23x4.76	L.	6	Ch.	abce.	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Wo	EF.	ET.	SN.	D.
Hansa-Lloyd SL2	3	145	60	P6.5x20	P65x20d	6-3.23x4.76	L.	6	Ch.	abce.	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2 Met.	Wo	EF.	ET.	SN.	D.
Henschel E	4½	171	71	P34x7	P34x7d	4-4.72x6.7	I.	4	Spur.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2 Fab.	DR.	IF.	IR.	WS.	CS.
Henschel 4E	5½	177	71	P36x8.	P36x8d	4-4.72x6.7	I.	4	Spur.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2 Fab.	DR.	IF.	IR.	WS.	CS.
Henschel 6C	7½	232	73	P38x9	P38x9d	6-4.52x6.3	I.	6	Spur.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2 Fab.	DR.	IF.	IR.	WS.	CS.
Henschel 4D	5½	230	69	P36x8	P36x8d	6-4.72x6.3	I.	6	Spur.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2 Fab.	DR.	IF.	IR.	WS.	CS.
Henschel (6-wh.) 33D	4½	190	71	P36x8.25	P36x8.25	6-4.72x6.3	I.	6	Spur.	abe.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	F.M.	DR.	IR.	IR.	WS.	CS.
Goliath ("Ex.") (2C)	¾	91	49	P26x4.4	P26x4.4	2-2.71x3.15	No	1	None	Petro	Air.	Amac	G.	M.	Yes.	Yes.	SP.	Eng.	3	L.	2 Fab.	Sp.	IF.	IF.	WS.	D.
Goliath S9A	2	138	56	P30x5.25	P30x5.25	4-3.23x4.33	L.	4	Ch.	abe.	ThS.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	2 Fab.	Sp.	IF.	IR.	WS.	D.
Horch (6-wh.)		125	62	P32x6	P32x6d	8-2.63x4.64	I.	8	He.	abe.	Pu.	Sol.	V.	B.	Yes.	Yes.	MD.	Eng.	8	C.	Met.	Sp.	IF.	IR.	SN.	D.
Komnick	3½	173	64	P32x6	P32x6d	4-4.33x6.1	I.	4	He.	abce.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Fab.	DR.	IR.	IR.	WS.	CS.
Komnick	4½	164	64	P36x6	P36x6d	4-4.33x6.1	I.	4	He.	abce.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Fab.	DR.	IR.	IR.	WS.	CS.
Komnick	6	162	72	P40x8	P40x8d	4-4.33x6.1	I.	4	He.	abce.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Fab.	DR.	IR.	IR.	SN	CS.
Krupp L3H62	5½	165	67	P34x7	P34x7d	6-3.54x6.3	I.	6	Sp.	abe.	Pu.	Pal.	Pu.	M.	Yes.	Yes.	SP.	Eng.	4	C.	F.M.		IF.	IR.	SN.	CS.
Krupp L5N62	7	197	67	P40x8	P40x8d	6-3.93x6.3	I.	6	Sp.	abe.	Pu.	Pal.	Pu.	M.	Yes.	Yes.	SP.	Eng.	4	C.	F.M.		IF.	IR.	SN.	CS.
Ley U12L	2½	142	56	P30x6	P30x6d	4-3.42x5.11	L.	4	He.	abe.	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	IF.	IR.	WS.	D.
Maffei	8	94	57	P32x6	P32x6d	4-3.93x5.9	L.	4	He.	ab.	Pu.	Orkan	G.	M.	Yes.	Yes.	SP.	Eng.	5	C.	Met.	DR.	IR.	IR.	SN.	CS.
M. A. N.	4½	165	71	P38x7	P38x7d	4-4.52x7.08	I.	4	Sp.	SpP.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2 Met.	DR.	ET.	IR.	WS.	CS.
M. A. N. (Diesel)	4½	165	71	P38x7	P38x7d	4-4.52x7.08	I.	4	Sp.	SpP.	Pu.	None	V.	No	Yes.	Yes.	Co.	Eng.	4	C.	2 Met.	DR.	ET.	IR.	WS.	CS.
M. A. N.	7	220	71	P40x8	P40x8d	4-4.52x7.08	I.	4	Sp.	SpP.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	F.M.	DR.	TFR.	TIR.	WS.	CS.
M. A. N. (Diesel)	7	220	71	P40x8	P40x8d	4-4.52x7.08	I.	4	Sp.	SpP.	Pu.	None	V.	No	Yes.	Yes.	Co.	Eng.	4	C.	F.M.	DR.	TFR.	TIR.	WS.	CS.
M. A. N.	7	220	73	P40x8	P40x8d	6-4.33x6.5	L.	2	Sp.	SpP.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	F.M.	DR.	IF.	IR.	WS.	CS.
M. A. N (Diesel)	7	220	73	P40x8	P40x8d	6-	I.	2	Sp.	SpP.	Pu.	None	V.	No	Yes.	Yes.	Co.	Eng.	4	C.	F.M.	DR.	IF.	IR.	WS.	CS.

CONTINENTAL GASOLINE TRUCKS



MAKE AND MODEL	GENERAL INFORMATION: Tons Capacity	Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Tire Size and Type: Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. Fwd. Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Brakes: Hand Type and Location	Steering Gear Type	Wheels Type
GERMAN—Cont.																										
M. A. N. (6-wh.)	9	277	78	P40x10	P40x10	6-4.33x6.5	L.	2	Sp.	SpP.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2 Met.	DR.	IF.	IR.	WS.	CS.
M. A. N. (Diesel)	9	277	78	P40x10	P40x10	6-	I.	2	Sp.	SpP.	Pu.	None	V.	No.	Yes.	Yes.	MD.	Sep.	4	C.	2 Met.	DR.	IF.	IR.	WS.	CS.
Macke	3½	161	64	P32x6	P32x6d	4-4.52x5.9	L.	2	Sp.	ab.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Fab.	Wo.	ET.	IF.	SN.	D.
Macke	4½	165	64	P34x7	P34x7d	4-4.52x5.9	L.	2	Sp.	ab.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Fab.	Wo.	ET.	IF.	SN.	D.
Macke	6	177	67	P40x8	P40x8d	6-4.52x5.9	L.	2	Sp.	ab.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	2 Fab.	Wo.	ET.	IF.	SN.	D.
N. A. G. Z	2	142	59	P30x6	P30x6	4-3.54x4.92	I.	4	Sp.	ab.	Pu.	Sum.	V.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	DR.	IF.	IR.	SN.	D.
N. A. G. 2T	3	183	63	P32x6.75	P32x6.75d	6-3.15x4.72	I.	6	He.	ab.	Pu.	Pal.	V.	B.	Yes.	Yes.	SP.	Eng.	3	C.	2 Feb.	DR.	IF.	IR.	SN.	D.
N. A. G. KL8	5	157°	60	S970x150	S970x150d	4-4.72x6.69	I.	2	Sp.	ab.	Pu.	Pal.	G.	M.	Yes.	Yes.	MD.	Sep.	6	C.	F.M.	DR.	FTR.	TR	SN.	CS.
N. A. G. KL	5	157°	60	P38x7	P38x7d	4-5.31x6.69	I.	2	Sp.	ab.	Pu.	Pal.	G.	M.	Yes.	Yes.	MD.	Sep.	6	C.	F.M.	DR.	FTR.	TR	SN.	CS.
N. A. G. (6-wh.) 28	6½	235	74	P42x9	P42x9	6-4.72x6.3	I.	6	Sp.	abc	Pu.	Pal.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	M.F.	DR.	ET.	IFR.	SN.	CS.
N. A. G. L8	7½	204°	69	S1010x200	S1010x200d	6-4.25x6.29	I.	6	Sp.	abc	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	6	C.	F.M.	DR.	FTR.	IR.	SN.	CS.
N. A. G. (6-wh.)	8	285	76	P40x10°	P40x10°	6-4.25x6.29	I.	6	Sp.	abc	Pu.	Pal.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	Wo	IFR.	ITR.	SN.	CS.
Opel	¾	228	56	P30x5.25	P30x5.25	4-3.50x4.13	L.	4	He.	ab.	ThS.	Sol.	G.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Fab.	Sp.	IF.	ET.	WS.	D.
Opel	1¾	151°	56	P30x5	P30x5	4-3.50x4.13	L.	4	He.	ab.	ThS.	Sol.	G.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Fab.	Wo.	IF.	ET.	WS.	D.
Opel	2½	151	56	P32x6	P32x6d	6-3.26x4.41	L.	6	Ch.	ab.	Pu.	Sol.	G.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Fab.	Wo	IF.	RT.	WS.	D.
Opel	2½	151	56	P30x5	P32x6	6-3.14x4.09	L.	6	Ch.	ab.	Pu.	Sol.	G.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Fab.	Wo	IF.	RT.	WS.	D.
Phaenomen, air cooled	¾	118	53	P28x5.25	P28x5.25	4-2.91x3.54	L.	1	He.	SpP.	Air.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Sp.	IF.	IR.	WS.	D.
Richard & Co. CA2	3¼	140	61	S670x130	S670x130d	4-3.93x6.29	L.	2	He.	ab.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	ET.	IR.	WS.	A.
Richard & Co. BL4E	4	162	65	S670x130	S670x130d	4-4.33x6.29	L.	2	He.	ab.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	ET.	IR.	WS.	A.
Rumpler	6	193	76	P40x10.5	P40x10.5	6-3.70x6.61		6	Ch.	abee.	Pu.	May.	V.	Mb	Yes.	Yes.	SP.	Eng.	3	C.	Met.	St.	ET.	IR.	WW	CS.
Stoewer LF6	1	113	53	P30x6	P30x6	4-2.75x4.01	L.	4	Ch.	ab.	Pu.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	IF.	IF.	WS.	D.
Vomag 3C45	5	177	64	S985x150	S985x150d	4-4.52x7.08	I.	4	Sp.	ab.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	ET°	IR.	SN.	CS.
Vomag 5CZ45	7	177	65	S1000x170	S1000x170d	4-4.52x7.08	I.	4	Sp.	ab.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	DR.	IF.	IR.	SN.	CS.
Vomag 5CZ/6L	7	177°	71	S1000x170	S1000x170d	6-4.52x6.29	L.	2	Sp.	abc	Pu.	Zen.	Opt.	M.	Yes.	Yes.	Co.	Sep.	4	C.	F.M.	DR.	IF.	IR.	SN.	CS.
Zschoauper Motorenwerke (2C)	¼	116	53	P26x4	P26x4	2-2.91x2.67	No	2	Non.	Petro	ThS.	DKw	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Sp.	IF.	IF.	WS.	D.
AUSTRIAN																										
Austro-Fiat AFN	2½	122	55	P30x5	P30x5d	4-3.34x4.92	L.	4	Sp.	abc	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1 Met.	St.	IR.	IR.	WW	D.
Austro-Fiat AF-25	4½	157	65	P34x7	P34x7d	4-4.13x5.9	L.	4	Sp.	abc	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	3 Met.	St.	IR.	IR.	WS.	D.
Austrian-Saurer 2BH	2½	157	62	P32x6	P32x6d	4-3.93x5.9	I.	4	Sp.	SpP.	Pu.	Sau.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IF.	IR.	WS.	D.
Austrian-Saurer 3BH	3	165	67	P32x6	P32x6d	4-3.93x5.9	I.	4	Sp.	SpP.	Pu.	Sau.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IF.	IR.	WS.	D.
Austrian-Saurer 4BH	4	181	67	P34x7	P34x7d	4-3.93x5.9	I.	4	Sp.	SpP.	Pu.	Sau.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Met.	Sp.	IF.	IR.	WS.	D.
Austrian-Saurer 5BL	5	197°	73	P40x8	P40x8d	6-4.33x5.9	I.	6	Sp.	abee.	Pu.	Sau.	G.	M.	Yes.	Yes	MD.	Eng.	4	C.	3 Met.	Sp.	IF.	IR.	WS.	D.
Austrian-Saurer Diesel	5	197°	73	P40x8	P40x8d	6-4.33x5.9	I.	6	Sp.	abee.	Pu.	BoPu	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	3 Met.	Sp.	IF.	IR.	WS.	D.
Fross-Bussing VIL	7°	167	71	P36x8	P36x8d	4-4.92x6.3	I.	4	He.	ab.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Ch.	ET.	IR.	WS.	CS.
Fross-Bussing VFBM	7½	189	62	P38x9.75	P38x9.75d	6-3.7x6.6		6	Ch.	abee.	Pu.	May.	Pu.	Mb	Yes.	Yes.	SP.	Eng.	3	C.	Met.	DR.	IF.	IR.	WS.	CS.
Graef & Stift VS	2½	145	59	P30x5	P30x5	4-3.54x5.51	L.	4	Ch.	abee.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Fab.	Sp.	EF.	IT.	SN.	D.
Perl L6	2	142	60	P32x6.20	P32x6.20d	6-2.87x4.72	L.	6	Sp.	abe	Pu.	Str.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IF.	ET.	SN.	D.
Perl L600	2½	151	61	P34x7	P34x7d	6-3.26x4.48	L.	6	Sp.	abe	Pu.	Str.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IF.	ET.	SN.	D.
Perl L6000	3	159	68	P34x7.50	P34x7.50d	6-3.26x4.48	L.	6	Sp.	abe	Pu.	Str.	G.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2 Met.	Sp.	IF.	ET.	SN.	D.
Steyr XIIN	1½	130	50	P775x145	P30x5	6-2.41x3.46	I.	6	Ch.	abee.	Pu.	Pal.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	IF.	IR.	SN.	D.
Steyr XV	3	145	61	P32x6	P32x6	6-3.15x4.33	I.	6	Sp.	abee.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Wo.	IF.	IR.	SN.	D.
Steyr XVII	4	145	63	P34x7	P34x7d	6-3.46x4.33	I.	6	Sp.	abee.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Wo	IF.	IR.	SN.	D.
W.A.F.	5	173	74	S900x140	S1130x280	4-4.13x6.29	L.	4	He.	ab.	Pu.	WAF	Opt.	M.	Yes.	Yes.	MD.	Eng.	4	R°	Met.	Ch.	ET.	IR.	WS.	CS.
W.A.F.	5	173	74	P955x155	P955x155d	4-4.13x6.29	L.	4	He.	ab.	Pu.	WAF	Opt.	M.	Yes.	Yes.	MD.	Eng.	4	R°	Met.	Be.	ET.	IR.	WS.	CS.
CZECHO-SLOVAKIAN																										
Czechoslovakische Waffenwerke Z 4/18 (2C)	¾	108	44	P14x45	P14x45	2-3.15x3.93	No	2	None	Petro	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	1 Fab.	Sp.	IR.	IR.	WW	D.
Praga	1	126	51	P32x6	P32x6d	4-2.44x4.33	L.	4	Sp.	Pre.	Th.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	ET.	IR.	WS.	D.
Praga	2	142	56	P32x6	P32x6d	4-2.95x5.11	L.	4	Sp.	Pre.	Th.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	ET.	IR.	WS.	D.
Praga	3	142	56	P36x6	P36x6d	4-3.54x5.90	L.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	St.	ET.	IR.	SN.	D.
Praga	5	161	61	P38x7°	P38x7d°	4-4.33x6.30	L.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	St.	ET.	IR.	SN.	D.
Skoda	2	122	63	P895x135	P895x135d	4-3.93x5.9	L.	4	He.	abee.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	2 Fab.	Sp.	ET.	IR.	SN.	D.
Skoda	4	157	55	S920x120	S920x140d	4-4.4x5.9	L.	4	He.	abee.	Pu.	Zen.	V.	M.	No.	No.	MD.	Sep.	4	R.	F/M	DR.	ET.	IR.	SN.	CS.
Tatra (6-wh.)	4	155	71	P40x10½	P40x10½	4-4.52x7.08	I.	4	He.	abee.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	None.	Sp.	IFT.	IF.	SN.	CS.
Tatra (6-wh.)	6	204	71	P40x10½	P40x10½	4-4.52x7.08	I.	4	He.	abee.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Eng.	8	C.	None.	Sp.	IFT.	IF.	SN.	CS.
Walter PNV	2½	142	57	P30x5	P30x5d	4-3.34x4.92	L.	4	Sp	abee.	Th.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	F/M.	Sp.	IF.	IR.	WW	D.
HUNGARIAN																										
Ungarische Allgemeine Maschinenfabrik, M.S.-T.6.	1	126	56	P31x6.75	P31x6.75	6-2.8x3.93	L.	6	Sp.	abee.	Th.	Str.	V.	B.	Yes.	Yes.	SP.	Eng.	3	C.	2 Met.	Sp.	IF.	ET.	CL.	HS.

ABBREVIATIONS

a—Main Bearings
Ama—Amac
B—Balloon (Tires)
B—Battery
b—Lower Rod Bearings
Be—Bevel Gear
BoPu—Bosch Pumps
C—Center (Gear Lever)
C—Charcoal Gas (Fuel Feed)
C—Cushion (Tires)
c—Camshaft Bearings
CA—Compressed Air
Ch—Chain
CL—Cam and Lever
Cla—Claudel
Co—Cone
Coz—Cozette
CS—Cast Steel
d—Dual
d—Wristpins (Lubrication)
Dd—Dead
D e—Diese
DP—Dual Dry Plate
e—Timing Gear Case
DR—Double Reduction
EG—External Ring Gear
Eng—Unit with Engine
ER—External Rear Wheels
ET—External Transmission
(F)—Front Wheel Drive
F—"F" Head
F—(Universals) Fabric
Fab—Fabric
FF—Full Floating
FR—Front and Rear
FT—Front and Transmission
FTR—Front, Transmission and Rear
G—Gravity
GE—Gas-Electric
He—Helical Gear
HCS—Hollow Cast Steel
HS—Hollow Spoke
I—Valve in Head
IF—Internal Four Wheels
IFR—Internal front and rear
IFRT—Internal front rear and trans.
FT—Internal front and trans.
IG—Internal Ring Gear
IR—Internal Rear Wheels
IT—Internal Transmission
L—"L" Head
M—Magneto (Current Source)
M—(Universals) Metal
May—Maybach
Mb—Magneto and Battery
MD—Multiple Disk
Met—Metal
MP—Mechanical Pump
Opt—Optional
(P)—Producer Gas
Pal—Pallas
Pan—Panhard
Petro—Petroil
Pin—Pinion
Pla—Planetary
P—Pneumatic (Tires)
P—Pressure (Fuel Feed)
Pu—Pump
R—Right (Gearshift Lever)
R—Rear (Brakes)
Ren—Renault
S—Solid
Sau—Saurer
SB—Spiral Bevel
Sep—Separate Unit
Sl—Sleeve Valve
Smi—Smith
SN—Screw and Nut
So—Spur Gear, Overhead Camshaft
Sol—Solex
Sp—Spur Gear (Camshaft Drive)
Sp—Spiral Bevel (Rear Axle)
SpP—Splash with Pressure
SP—Single Plate
Spl—Splash
St—Straight Bevel
Str—Stromberg
StS—Steel Spoke
SW—Steering Wheel
Th—Thermo-Syphon
T—Transmission
TR—Transmission and Rear Wheels
Trac—Tractor
TT—Torque Tube
TT—Tractor Truck
V—Vacuum
Var—Various
Wh—Wheel
WN—Worm and Nut
Wo—Worm Drive
WCS—Webbed Cast Steel
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith
§—All British Trucks are 4-Cyl. unless noted


BRITISH TRUCKS


MAKE OF TRUCK	GENERAL							ENGINE									TRANSMISSION			REAR AXLE			MISCELLANEOUS			
					Tires								Fuel System		Electrical System			Gearset					Brakes Type & Location			
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	No. of Wheels	Type	Front (Ins.)	Rear (Ins.)	No. of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Camshaft Drive	Water Circulation	Oiling System Pressure to	Carburetor Make	Fuel Feed	Ignition Type	Generator Fitted?	Starter Fitted?	Clutch Type	Location	No. Forw'd Speeds	Control Lever	Type	Final Drive	Gear Ratio on Direct	Hand	Foot	Brake Operation	Wheels Type
A.E.C.	3½	168	70	4	P.	34x7	34x7d	4	4⅞x10⅝	L.	Cams.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4	C.	½Fl.	Wo.	6.2	I.Rw.	I.Fw.	Vac.	Disk.
A.E.C.*	4	144	70	4	P.	38x7	38x7d	4	4⅝x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4	C.	½Fl.	Wo.	7.2	I.Rw.	I.Fw.	Vac.	Disk.
A.E.C.	6	199	76	4	P.	40x8	40x8d	6	4¼x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4	C.	FF.	DR.	8.0	I.Rw.	I.Fw.	Vac.	Disk.
A.E.C.*	8	199	76	4	P.	42x9	42x9d	6	4¼x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4	C.	FF.	DR.	9.3	I.Rw.	I.Fw.	Vac.	Disk.
Albion.	1½	129	57	4	P.	33x5	34x7	4	3½x4⅜	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	R.	FF.	Wo	6.5	I.Rw.	I.Rw.	DM.	Disk.
Albion.	2	141	61	4	S.	35x4	35x4d	4	3½x5	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	5.7	I.Rw.	E.Tr.	DM.	Disk.
Albion.	3	156	70	4	S.	35x4¼	35x4¾d	4	3¼x4¾	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	6.5	I.Rw.	E.Tr.	DM.	Disk.
Albion.	4	168	74	4	S.	40x5½	36x5d	4	4⅜x5½	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	7.0	I.Rw.	I.Rw.	DM.	Disk.
Albion*	5	132	74	4	S.	36x5½	40x5½d	4	4⅜x5½	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	7.0	I.Rw.	I.Rw.	DM.	Disk.
Albion.	4	150	70	6	P.	36x6	36x6d	4	4¼x4¾	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	8	R.	FF.	Wo	.....	I.Rw.	I.Rw.	DM.	Disk.
Austin.	¼	75	40	4	P.	26x2½	26x3½	2	2¼x3	L.	Hel.	Th.	Spl.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	¾Fl.	Sp.	4.9	I.Fw.	I.Rw.	DM.	Wire.
Austin.	½	112	56	4	P.	30x5	30x5	4	2½x4½	L.	Ch.	Pu.	abce.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	¾Fl.	Sp.	5.1	E.Tr.	I.Fw.	DM.	H.S.
Austin.	¾	112	56	4	P.	30x5	30x5	6	2⅝x4⅜	L.	Ch.	Pu.	abce.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	¾Fl.	Sp.	5.1	E.Tr.	I.Fw.	DM.	Wire.
Austin.	¾	136	56	4	P.	32x6	32x6	6	3½x4½	L.	Ch.	Pu.	abce.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	¾Fl.	Sp.	4.7	E.Tr.	I.Fw.	DM.	Wire.
Bean.	1¼	133	56	4	P.	33x5	33x5	4	2¾x5½	L.	Hel.	Th.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4	R.	FF.	Wo	6.5	I.Rw.	I.Rw.	DM.	Disk.
Bean.	2½	133	56	4	P.	36x8	36x8	4	3⅜x5⅛	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4	R.	FF.	Wo	6.5	I.Rw.	I.Rw.	DM.	Disk.
Bristol*	2	150	64	4	P.	34x7	34x7	4	4x5	L.	Ch.	Th.	ace.	Cla.	V.	M.	Yes.	No.	SP.	Sep.	4	C.	FF.	Wo	7.0	I.Rw.	E.Tr.	DM.	Disk.
Bristol	4	192	77	4	P.	38x7	38x7d	4	4½x5¾	L.	Ch.	Th.	ace.	Cla.	V.	M.	Yes.	No.	SP.	Sep.	4	C.	FF.	Wo	7.6	I.Rw.	E.Tr.	DM.	Disk.
Burford*	1½	126	56	4	P.	32x6	34x7	4	3¾x5½	L.	Hel.	Pu.	ab.	...	G.	M.	Yes.	Ex.	Co.	Eng.	3	R.	FF.	IG.	.	I.Rw.	I.Rw.	DM.	Disk.
Burford	2½	144	63	4	S.	36x4	36x4d.	4	3¼x5½	L.	Hel.	Pu.	ab.	...	G.	M.	Yes.	Ex.	Co.	Eng.	4	C.	FF.	IG.	.....	I.Fw.	I.Rw.	DM.	Disk.
Clyde	2	122	57	4	P.	34x7	34x7	4	3¾x5½	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Yes.	No.	M D	Eng.	3	C.	½Fl.	Wo.	6.5	I.Rw.	I.Rw.	DM.	Disk.
Clyde	2½	168	57	4	P.	36x6	36x6d	4	4x5¼	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Yes.	No.	M D	Eng.	3	C.	½Fl.	Wo.	6.5	I.Rw.	I.Rw.	DM.	Disk.
Clyde	2½	200	70	4	P.	36x6	36x6d	6	3¾x5	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Yes.	Yes.	M D	Eng.	4	C.	FF.	Wo.	6.0	I.Rw.	I.Fw.	Vac.	Disk.
Commer.	2	162	63	4	P.	33x5	33x5d	6	3½x4½	F.	Ch.	Pu.	abce.	Sol.	Pu.	B.	Yes.	Yes.	SP.	Eng.	4	R.	FF.	Wo.	6.5	I.Rw.	I.Fw.	DM.	Disk.
Commer.	3	159	61	4	P.	32x6	32x6d	4	4½x5½	L.	Hel.	Th.	abce.	Sol.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	7.2	I.Rw.	E.Tr.	DM.	Disk.
Commer.	4	171	71	4	P.	36x7	36x7d	4	4⅛x5½	L.	Hel.	Th.	abce.	Sol.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	8.7	I.Rw.	E.Tr.	DM.	Disk.
Commer.	6	168	75	4	P.	40x8	40x8d	6	4½x5½	L.	Ch.	Pu.	abce.	Sol.	Pu.	M.	Yes.	No.	SP.	Eng.	4	R.	FF.	Wo	7.4	I.Rw.	I.Rw.	Vac.	Disk.
Crossley.	1½	120	63	6	P.	32x4½	32x4½	4	3½x5½	L.	Ch.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8	R.	FF.	Wo	7.0	I.Rw.	I.Fw.	DM.	Disk.
Crossley.	3	150	64	6	P.	36x6	36x6	4	4¼x5½	L.	Ch.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8	R.	FF.	Wo	7.0	I.Rw.	I.Fw.	DM.	Disk.
Dennis.	1½	132	56	4	P.	33x5	34x7	4	3⅜x5⅛	L.	Hel.	Pu.	abce.	Cla.	G.	M.	Yes.	Ex.	Co.	Eng.	4	C.	FF.	Wo	6.7	I.Rw.	I.Rw.	DM.	Disk.
Dennis.	2½	144	62	4	P.	36x6	36x6d	4	3⅛x5⅞	L.	Hel.	Pu.	abce.	Cla.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	Wo.	6.7	I.Rw.	E.Tr.	DM.	Disk.
Dennis.	4	157	66	4	P.	38x7	38x7d	4	4¼x5⅞	L.	Hel.	Pu.	abce.	Cla.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	Wo.	7.7	I.Rw.	E.Tr.	DM.	Disk.
Dennis.	6	170	66	4	P.	40x8	40x8d	4	4¼x5⅞	L.	Hel.	Pu.	abce.	Cla.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	Wo.	8.7	I.Rw.	E.Tr.	DM.	Disk.
Dennis*	12	222	77	6	P.	42x9	42x9d	6	4¼x5½	L.	Hel	Pu.	abe.	Cla.	V.	M.	Yes.	No.	SP.	Sep.	4	C.	FF.	Wo.	.....	I.Rw.	I.Sw.	Vac.	Disk.
F.W.D.*	4	156	57	4	P.	36x6	36x6d	4	4⅜x5½	T.	.....	Pu.	abe.	Sol.	G.	M.	Yes.	Yes.	M D	Sep.	3	R.	FF.	Sp.	.....	I.Rw.	I.Tr.	DM.	W.C.S
F.W.D.*†	4	168	75	4	PS.	36x8	20x6	4	4⅜x5½	T.	.....	Pu.	abe.	Sol.	G.	M.	Yes.	Yes.	M D	Sep.	7	R.	.....	Sp.	.....	I.Rw.	I.Rw.	DM.	W.C.S
F.W.D.*	6	156	63	6	P.	40x8	40x8	4	5½x5½	T.	.....	Pu.	abe.	Sol.	G.	M.	Yes.	Yes.	M D	Sep.	6	R.	FF.	Sp.	6.1	I.Rw.	E.Tr.	.....	W.C.S
F.W.D.*	8	177	70	6	P.	38x9	38x9	6	3½x5⅛	I.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	8	R.	FF.	Sp.	7.7	I.Rw.	E.Tr.	.....	Disk.
Garner.	1¾	132	61	4	P.	33x5	33x5d	4	3½x5½	L.	Hel.	Th.	abce.	.....	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	F.F.	Wo.	6.5	I.Rw.	I.Rw.	DM.	Disk.
Garner*	2¼	144	61	4	P.	33x5	33x5d	4	3⅜x5½	L.	Hel.	Pu.	abce.	.....	G.	M.	Yes.	Ex.	SP.	Eng.	4	R.	FF.	Wo.	6.5	I.Rw.	I.Rw.	DM.	Disk.
Garner.	3	153	61	4	P.	32x6	32x6d	4	3¼x5½	L.	Hel.	Pu.	abce.	.....	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	6.5	I.Rw.	I.Rw.	DM.	Disk.
Garner. *	2½	115	65	6	P.	36x6	36x6d	4	3⅜x5½	L.	Hel.	Pu.	abce.	.....	G.	M.	Yes.	Ex.	SP.	Eng.	8	R.	FF.	Wo.	6.5	I.Rw.	I.Rw.	DM.	Disk.
Guy.	1½	134	57	4	P.	33x5	34x7	4	3½x5⅛	I.	Hel.	Pu.	abe.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	FF.	Wo.	6.7	I.Rw.	I.Rw.	DM.	Disk.
Guy.	2	147	57	4	P.	36x6	36x8	4	3½x5⅛	I.	Hel.	Pu.	abe.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	FF.	Wo.	7.7	I.Rw.	I.Rw.	DM.	Disk.
Guy.	3	172	69	4	P.	38x7	38x7d	4	4¼x5½	L.	Hel.	Pu.	Spl.	Zen.	G.	M.	Ex.	Ex.	Co.	Sep.	4	R.	FF.	Wo.	6.7	I.Rw.	I.Rw.	DM.	Disk.
Guy*	6	174	71	4	P.	36x8	36x8d	6	4¼x5½	L.	Hel.	Pu.	Spl.	Sol.	V.	M.	Yes.	Ex.	SP.	Sep.	4	R.	FF.	Wo.	8.3	I.Rw.	I.Rw.	Vac.	Disk.
Guy.	5	150	68	6	P.	36x6	36x6	4	4¼x5½	L.	Hel.	Pu.	Spl.	Sol.	G.	M.	Ex.	Ex.	Co.	Sep.	8	R.	FF.	Wo.	9.6	I.Rw.	I.Rw.	Vac.	Disk.
Halley.	1½	132	60	4	P.	34x7	34x7	4	3¼x5.	L.	Ch.	Pu.	abe.	Zen.	G.	M.	Yes.	No.	SP.	Eng.	4	C.	FF.	Wo.	7.0	I.Rw.	I.Rw.	DM.	Disk.
Halley	2	144	63	4	P.	33x5	33x5d	4	3¾x5	L.	Ch.	Pu.	abe.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	FF.	Wo	7.0	I.Rw.	I.Rw.	DM.	Disk.
Halley	3	160	58	4	P.	36x6	36x6d	4	3⅞x5	L.	Ch.	Pu.	abe.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	FF.	Wo.	7.5	I.Rw.	E.Tr.	DM.	Disk.
Halley*	4	144	69	4	P.	34x7	34x7d	4	4⅜x5	L.	Ch.	Pu.	abce.	Sol.	V.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo.	7.0	I.Rw.	E.Tr.	DM.	Disk.
Halley	5	174	71	4	P.	36x8	36x8d	4	4⅜x5	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	8.2	I.Rw.	E.Tr.	DM.	Disk.
Halley	8	186	69	6	P.	34x7	34x7d	6	4x6	L.	Ch.	Pu.	Spl.	Sol.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	FF.	Wo	8.6	I.Rw.	E.Tr.	DM.	Disk.
Karrier.	2	144	56	4	P.	34x7	34x7	4	3¾x5½	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	Wo.	7.2	I.Rw.	E.Tr.	DM.	Disk.
Karrier.	3	156	61	4	P.	36x6	36x6d	4	3¾x5½	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	Wo.	7.0	I.Rw.	E.Tr.	DM.	Disk.
Karrier.	4	168	67	4	P.	38x7	38x7d	4	4½x5	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	Wo.	4.8	I.Rw.	E.Tr.	DM.	Disk.
Karrier.	6	180	70	4	P.	38x7	38x7d	4	5x6	L.	Ch.	Pu.	ae.	Sol.	G.	M.	Yes.	No.	C&P	Sep.	4	R.	FF.	DR	7.2	I.Rw.	E.Tr.	DM.	Disk.
Karrier.	5	150	71	6	P.	36x6	36x6d	4	4½x5	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	No.	C&P	Sep.	8	R.	FF.	Wo.	7.7	I.Rw.	I.Rw.	Vac.	Disk.
Karrier*	9	174	77	6	P.	42x9	42x9	4	5x6	L.	Ch.	Pu.	ae.	Sol.	G.	M.	Yes.	No.	C&P	Sep.	4	C.	FF.	Wo.	8.6	I.Rw.	I.Rw.	Vac.	Disk.
Karrier TT	12	105	61	4	P.	36x6	36x6d	4	3¾x5½	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	No.	C&P	Sep.	8	R.	FF.	Wo.	9.3	I.Rw.	I.Rw.	DM.	Disk.
Lacre.	2	120	59	4	S.	32x4	32x4d	4	4¼x5	L.	Hel.	Pu.	abe.	.....	G.	M.	Ex.	No.	Co.	Sep.	3	R.	½Fl.	Ch.	.....	I.Rw.	E.Tr.	DM.	W.C.S
Lacre.	2½	117	59	4	S.	32x4	32x4d	4	3¼x5½	L.	Hel.	Pu.	abe.	.....	G.	M.	Ex.	No.	Co.	Sep.	4	R.	½Fl.	Wo.	.....	I.Rw.	I.Rw.	DM.	Disk.
Leyland	2½	141	68	4	P.	32x6	32x6d	4	4x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	SP.	Eng.	4	C.	½Fl.	Wo.	5.5	I.Rw.	I.Rw.	DM.	Disk.
Leyland	3½	162	67	4	P.	34x7	34x7d	4	4¼x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	SP.	Eng.	4	C.	½Fl.	Wo.	5.5	I.Rw.	I.Rw.	DM.	Disk.
Leyland	4	172	74	4	P.	40x8	40x8d	4	4⅛x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	DR.	6.6	I.Rw.	I.Fw.	Vac.	Disk.
Leyland	6	201	74	4	P.	40x8	40x8d	6	4x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	DR.	7.1	I.Rw.	I.Fw.	Vac.	Disk.
Leyland	7	172	74	4	P.	40x8	40x8d	6	4x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	DR.	7.1	I.Rw.	I.Fw.	Vac.	Disk.
Leyland	4	180	69	6	P.	36x6	36x6	6	4x5½	I.	C&He.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Eng.	8	C.	½Fl.	Wo.	7.3	I.Rw.	I.Rw.	Vac.	Disk.
Leyland	12	180	74	6	P.	40x8	40x8	6	4⅛x5½	I.	C&He.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	9.3	I.Rw.	I.Fw.	Vac.	Disk.
Maudslay.	3	162	66	4	P.	34x7	34x7d	4	4⅛x5⅝	I.	Bev.	Pu.	abcde.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	FF.	Wo.	6.7	I.Rw.	I.Tr.	DM.	Disk.
Maudslay.	5	174	66	4	P.	40x8	40x8d	4	4½x6	I.	Bev.	Pu.	abcde.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	FF.	DR.	8.2	I.Rw.	I.Tr.	DM.	Disk.
Maudslay*	7	186	72	4	P.	40x8	40x8d	4	4¾x6	I.	Bev.	Pu.	abcde.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	FF.	DR.	8.2	I.Rw.	I.Tr.	DM.	Disk.
Maudsay*	10	174	72	6	P.	40x8	40x8	4	5x6	I.	Bev.	Pu.	abcde.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	FF.	DR.	8.2	I.Rw.	I.Tr.	DM.	Disk.
Morris.	¼	78	42	4	P.	27x4	27x4	4	2¼x3¼	I.	Bev.	Th.	abce.	SU.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	¾Fl.	Sp.	4.9	I.Tr.	I.Fw.	DM.	Wire.
Morris.	½	105	48	4	P.	27x4½	27x4½	4	2¾x4	L.	Hel.	Th.	ace.	SU.	G.	M.	Yes.	Yes.	M D	Eng.	3	C.	¾Fl.	Sp.	4.7	I.Rw.	I.Fw.	DM.	H.S.
Morris.	1	122	56	4	P.	32x4½	32x4½	4	3x4	L.	Hel.	Th.	ace.	SU.	G.	M.	Yes.	Yes.	M D	Eng.	3	C.	FF.	Wo.	7.2	I.Rw.	I.Rw.	DM.	H.S.
Morris.	2	132	56	4	P.	32x6	34x7	4	3½x4⅛	L.	Hel.	Pu.	abce.	SU.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	FF.	Wo	8.3	I.Rw.	I.Rw.	DM.	Disk.
Morris.	2½	156	63	4	P.	32x6	32x6d	4	3⅜x4⅛	L.	Hel.	Pu.	abce.	SU.	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	Wo	7.2	I.Rw.	I.Rw.	DM.	Disk.
Pagefield.	4	174	69	4	P.	36x6	36x6d	4	4¾x5½	L.	Hel.	Pu.	abe.	Zen.	V.	M.	Ex.	No.	Co.	Sep.	4	R.	FF.	Wo	7.3	I.Rw.	E.Tr.	DM.	Disk.
Pagefield*	7	180	74	4	P.	40x8	40x8d	6	3⅛x5½	L.	Hel.	Pu.	abe.	Zen.	V.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	DR	7.8	I.Rw.	I.Rw.	DM.	Disk.
Scammell.	6	204	72	4	P.	40x8	40x8d	4	5x5½	I.	Hel.	Pu.	ab.	Cla.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.	FF.	Wo.	8.25	I.Rw.	I.Tr.	DM.	H.C.S.
Scammell.	6	181	81	6	P.	44x10	44x10	4	5x5½	I.	Hel.	Pu.	ab.	Cla.	G.	M.	Ex.	Ex.	Co.	Sep.	5	C.	FF.	WS.	5.4	I.Rw.	I.Tr.	DM.	H.C.S.
Scammell.	6	216	81	6	P.	44x10	44x10	4	5x5½	I.	Hel.	Pu.	ab.	Cla.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.	FF.	WS.	5.4	I.Rw.	I.Tr.	DM.	H.C.S.
Scammell TT.	12	120	64	4	S.	36x4½	38x7d	4	5x5½	I.	Hel.	Pu.	ab.	Cla.	G.	M.	Ex.	Ex.	Co.	Sep.	3	R.	FF.	Ch.	10.0	I.Rw.	I.Tr.	DM.	H.C.S.
Shefflex.	2	132	65	4	P.	32x6	34x7	4	3¼x4¾	L.	Hel.	Th.	Spl.	Cla.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	FF.	Wo	6.4	I.Rw.	I.Rw.	DM.	Disk.
Singer.	¼	80	44	4	P.	27x4	27x4	4	2¼x3⅜	I.	Ch.	Th.	ace.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	½Fl.	Sp.	5.2	I.Rw.	I.Fw.	DM.	Wire.
Singer.	¾	114	56	4	P.	29x5	29x5	6	2½x3⅜	I.	Ch.	Pu.	abce.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	3	R.	½Fl.	Sp.	5.1	I.Rw.	I.Fw.	DM.	H.S.
Singer.	2	133	59	4	P.	33x5	34x7	4	3½x4⅜	I.	Ch.	Pu.	abce.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4	R.	FF.	Wo.	6.5	I.Rw.	I.Fw.	Vac.	Disk.
Star.	2	186	70	4	P.	32x6	32x6d	6	3½x4¾	I.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	DP	Eng.	4	C.	FF.	Sp.	6.4	I.Rw.	I.Fw.	DM.	Disk.
Thornycroft.	2	144	62	4	P.	34x7	34x7	4	3¾x5	L.	Hel.	Pu.	abe.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	½Fl.	Wo	6.2	I.Rw.	I.Rw.	DM.	Disk.
Thornycroft	3	168	63	4	P.	36x6	36x6d	4	4⅛x5½	L.	Hel.	Pu.	abe.	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	FF.	Wo	7.2	I.Rw.	E.Tr.	DM.	Disk.
Thornycroft	5	174	62	4	P	40x6	40x6d	4	4¾x6	L	Hel.	Pu.	abe.	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	8.2	I.Rw.	E.Tr.	DM.	Disk.
Thornycroft*	6	156	70	4	P	40x8	40x8d	4	4¾x6	L	Hel.	Pu.	abe.	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	8.2	I.Rw.	E.Tr.	DM.	Disk.
Thornycroft	3½	144	61	6	P	36x6	36x6d	4	3¾x5¼	L	Hel.	Pu.	abe.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8	C.	FF.	Wo.	7.7	I.Rw.	I.Rw.	Vac.	Disk.
Thornycroft	5	216	78	6	P	36x8	36x8	4	4¾x6	L	Hel.	Pu.	abe.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8	C.	FF.	Wo.	.....	I.Rw.	I.Rw.	Vac.	Disk.
Thornycroft.	5	216	78	6	P.	36x8	36x8	6	4⅜x5¼	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	8	C.	FF.	Wo.	.....	I.Rw.	I.Rw.	Vac.	Disk.
Thornycroft*	10	201	77	6	P.	40x8	40x8d	6	4⅝x5¼	L.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	FF.	Wo	10.2	I.Rw.	I.Tr.	Air	Disk.
Tilling Stevens.	3	156	74	4	P.	36x6	36x6d	4	4¼x5½	L.	Hel.	Pu.	abce.	Zen.	.....	M.	Yes.	No.	SP.	Sep.	4	C.	FF.	Wo	.....	I.Rw.	I.Rw.	DM.	Disk.
Vulcan*	1½	116	60	4	P.	32x6	32x6	4	3⅝x5½	L.	Ch.	Pu.	abce.	.....	V.	M.	Yes.	No.	Co.	Eng.	4	C.	FF.	Wo.	6.5	I.Rw.	I.Rw.	DM.	Disk.
Vulcan	2½	143	66	4	P.	36x6	36x6d	4	3¼x5½	L.	Hel.	Pu.	abce.	.....	G.	M.	Yes.	No.	SP.	Sep.	4	C.	FF.	Wo	7.0	I.Rw.	I.Rw.	DM.	Disk.
W. & G.	1½	128	65	4	P.	33x5	32x6	4	3½x4¾	L.	Ch.	Pu.	abce.	Zen.	G.	M.	Yes.	No.	SP.	Eng.	4	C.	FF.	Wo	7.2	I.Rw.	I.Rw.	DM.	Disk.

*Driver beside engine. †Drive through front wheels only. T.T.—Tractor Trucks

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Paint Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	Number of Rings per Piston
Automatic J5½	T & Tr.	4-5½x7	48.40	48-800	665.2	4.0	4	Int.	1	Sep.	Iron	Iron	L	Sil.	2.25	.44	Spur	None	CI	7.00	100.0	1.43x4.62	Rod	4
Automatic M	T & Tr.	4-6½x8	67.10	62-675	1061.7	4.0	4	Det.	1	Sep.	Iron	Iron	L	Sil.	2.50	56	Spur	None	CI	9.00	35 .0	1.68x1.12	Rod	4
Automatic N	T & Tr.	4-7½x9	89.80	75-540	1588.0	4.0	4	Det.	1	Sep.	Iron	Iron	L	Sil.	3.00	56	Spur	None	CI	10.50	548 0	2.00x7.12	Rod	4
Automatic R	T & Tr.	4-8½x10	111.50	100-500	2288.0	4.0	4	Det.	1	Sep.	Iron	Iron	L	Sil.	3.25	.68	Spur	None	CI	12.31	752.0	2.43x8.00	Rod	4
‡Brennan CE	T, Tr & B.	4-4½x5	32.4	55-1800	318.1	4.08	3,4	Det.	4	Sep.	Iron°	Iron	L	Sil.	2	..	Spur	Acex	SS	5	88	1.17x4 00	Flo	4
‡Brennan B70		6-4x5½	38.4	70-1800	414.7	4.5	3,4	Det.	3	Sep.	Al	Al	I	Tun	2⅛	⅛	Heli	None	SS	4.5	72	1.17x3 87	Flo	3
Buda GL6	T, Buses	6-4½x6	48.60	114-2200	572.5	4.3	3	Det.	6	Sep.	Al	Al	L	Sil-e	2.50†	.31†	Heli	None	CI	6.25	93	1 62x3 75	Flo	4
Buda WTU	Trucks	4-3¾x5½	22.50	37-1850	226.4	4.0	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	1.68†	.28†	Heli	None	CI	4.50	42	1 37x3 00	Flo	4
Buda KBUI	Buses & T.	4-4 x5¼	25.60	43-1800	263.9	4.23	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	1.87†	.28†	Heli	None	CI	5.00	64	1.49x3 18	Flo	4
Buda KTU	Trucks	4-4 x5¼	25.60	43-1800	263.9	4.23	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	1.87†	.28†	Heli	None	CI	5.00	64	1.49x3 18	Flo	4
Buda EBUI	Buses & T.	4-4¼x5½	28.90	48-1850	312.0	4.05	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2.12†	.28†	Heli	None	CI	5.37	81	1.12x3.68	Rod	4
Buda ETU	Trucks	4-4¼x5½	28.90	48-1850	312.0	4.05	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2.12†	.28†	Heli	None	CI	5.37	81	1.12x3.68	Rod	4
Buda YBUI	Buses & T.	4-4½x6	32.40	60-1700	381.7	4.1	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2 37†	.28†	Heli	None	CI	6.25	97	1.25x3.87	Rod	4
Buda YTU	Trucks	4-4½x6	32.40	50-1400	381.7	4.1	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2.37†	.28†	Heli	None	CI	6.25	97	1.25x3.87	Rod	4
Buda BTU	Trucks	4-5 x6½	40.00	61-1000	510.5	3.9	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2.43†	.31†	Heli	None	CI	6.75	142	1.37x4.37	Rod	4
Buda BUS	Buses & T.	6-4 x5½	38.40	73-2000	386.4	4.3	3	Det.	6	Sep.	Al	Al	L	Sil-e	2 12†	.31†	Heli	None	CI	5.00	64	1.49x3 18	Flo	4
Buda BA6	Buses & T.	6-4½x5½	40.84	83-2000	411.0	4.5	3	Det.	6	Sep.	Al	Al	L	Sil-e	2.12†	.31†	Heli	None	CI	5.00	64	1.49x3.12	Flo	4
Buda HS-6	Cars, T & B.	6-3⅜x4½	27.33	52-2200	241 6	4.5	3	Det.	6	Sep.	Iron	Al	L	Sil-e	1 65†	.31†	Heli	None	CI	3.87	46 0	1.12x2 81	Flo	4
Buda DS6	Cars	6-3½x5	31.50	56-2000	309.6	4.5	3	Det.	6	Sep.	Iron	Al	L	Sil-e	1.96†	.31†	Heli	None	CI	4.5	47	1 37x3.00	Flo	4
Buda JV-6	Tractors	6-5¾x7¼	79.35	125-1000	1130.16	3.88	....	Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	.44†	Heli	None	CI	6.87	172	2 00x4 87	Flo	4
Buda JH-6	Tractors	6-6x7¼	86.4	135-1000	1230	4 28	....	Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	.44†	Heli	None	CI	6 87	196	2.00x5.12	Flo	4
Buda GF-6	Buses & T.	6-4¾x6	54.15	127-1800	638	4.30	3	Det.	6	Sep.	Al	Al	L	Sil-e	2.50†	31†	Heli	None	CI	6.25	94	1.62x4.00	Flo	4
Buda F2	T & Tr.	4-5½x6½	48.4	70-1400	618	4.10	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2 43†	31†	Heli	None	CI	6.75	144	1.37x4.87	Rod	4
Buda DW-6	Cars & T.	6-3¾x5	33.74	73-2200	331	4.50	3	Det.	6	Sep.	Iron	Al	L	Sil-e	1.96†	.31†	Heli	None	CI	4.37	48	1.37x3 00	Flo	4
Buda JV-4	Tractors	4-5¾x7⅛	52.9	85-1200	740	3.86	3	Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	.37e	Heli	None	CI	6.87	172	2.00x4.87	Flo	4
Buda JH-4	Tractors	4-6x7⅛	57.6	90-1200	806	4.28	3	Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	37e	Heli	None	CI	6.87	196	2.00x5 12	Flo	4
Buda YR A	Tractors	4-4½x6	32.4	50-1400	381.7	4.10	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2 37†	.28†	Heli	None	CI	6.25	120.5	1.25x3.87	Rod	4
Climax RBU	T & Tr.	6-5½x7	72.5	125-1200	997.5	4.34	4	Det.	2	Sep.	Iron	Iron	L	Sil	2.50	37	Heli	None	CI	6.94	168	1.48x4.87	Pist	4
Climax R4U	Rail C & Tr	4-6 x7	57.60°	95-1200°	791.6°	4.42	4	Det.	2	Sep.	Iron	Iron	L	Sil	2 50	.37	Heli	None	CI	6.94	220	1.48x5.37	Pist	4
Climax R6U	Rail C & Tr	6-6x7	86.40	140-1200	1187.5	4 42	4	Det.	2	Sep.	Iron	Iron	L	Sil	2.50	.37	Heli	None	CI	6.94	220	1.48x5.37	Pist	4
Climax K, KU, KL	T & Tr.	4-5 x6½	40.00	57-1200	501.4	4.2	3, 4	Det.	2	Sep.	Iron	Iron	L	Sil	2.25	31	Heli	None	CI	5.75	132.0	1.36x4.75	Rod	3
Climax T & TU	T & Tr.	4-5½x7	48.40	77-1200	665.2	4.1	4	Det.	2	Sep.	Iron	Iron	L	Sil	2.25	31	Spur	None	CI	7.00	165.0	1.50x5.19	Rod	3
Climax NA	Buses	4-5¼x6½	44.1	85-1200	563.0	4.3	3	Det.	4	Int	SS	Iron	I	Sil	2.25	.50	Heli	None	CI	6.75	162	1.48x4.75	Pist	4
Climax NB	Buses	4-5¾x6½	52.9	100-1200	675.0	4.3	3	Det.	4	Int	SS	Iron	I	Sil	2.25	.50	Heli	None	CI	6.75	189	1.48x5.25	Pist	4
Climax R14	Buses	4-6x7	57.6	112-1200	791.6	4.2	3	Det.	2	Sep.	SS	Iron	I	Sil	2.25	.50	Heli	None	CI	6.94	220	1.48x5.37	Pist	4
Climax R16	Buses	6-6x7	86.4	165-1200	1187.5	4.2	....	Det.	2	Sep.	SS	Iron	I	Sil	2.25	.50	Heli	None	CI	6.94	220	1.48x5.37	Pist	4
Continental 8R	Cars	6-3⅜x4½	27.34	57-2600	241.6	4.2	3	Det.	6	Sep.	Al	PS	L	ChN	1.50	.31	Heli	Idler	CI	4.06	35.8	.86x2.84	Rod	3
Continental H7	T, Tr,	4-3½x4¼	15.63	.....	130.4	4.2	3	Det.	4	Int	Iron	PS	L	Sil	1.50	31	Heli	None	CI	3.25	29.7	.75x2.72	Pist	3
Continental L5	Trucks	4-4¼x5½	28.90	.....	312.0	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.00	31	Heli	None	CI	6.25	92	1.37x3.75	Rod	4
Continental B7	Trucks	4-5 x6	40.00	.....	471.2	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.12	31	Heli	None	CI	5.91	104.5	1.50x4.49	Rod	4
Continental 15H	Buses	6-4½x5¾	48.60	109-2000	548.6	4.14	3	Det.	6	Sep.	Al	Al	L	Sil	2.12†	.37	Heli	None	Al	5.94	62.5	1.50x3.72	Rod	4
Continental 18R	T & Buses	6-4x4½	38.4	81½-2400	339.3	4.38	3	Det.	6	Int	Nicl	PS	I	ChN	1.75	.375	Chain	None	CI	4.91	72.7	1.25x3.43	Flo	4
Continental 20R	T & Buses	6-4½x4¾	40.84	88½-2400	380.9	4.38	3	Det.	6	Int	Nicl	PS	I	ChN	1.75	.375	Chain	None	CI	4.94	72.7	1.25x3.43	Flo	4
Continental 29L	Trucks	6-2⅞x4¾	19.84	44½-2800	185	4.78	4	Det.	6	Int	Fron	PS	L	ChN	1.31	.313	Chain	None	Als	3.28	16.1	.73x2.46	Flo	3
Continental S4	Trucks	4-4¼x4½	28.90	50-2200	255.3	4.3	3	Det.	4	Int	Iron	PS	L	Sil	1.87	.31	Heli	None	CI	4.75	74.2	1.50x3.50	Flo	3
Continental J4	T, B, Tr.	4-3¾x5	22.50	.....	220.9	3.7	3	Det.	4	Sep.	Al	Al	L	Sil	1.62	.31	Heli	None	CI	4.87	58.0	1.12x3.31	Rod	4
Continental K4	T, B, Tr.	4-4½x5¼	27.23	.....	280.6	3.6	3	Det.	4	Sep.	Al	Al	L	Sil	1.87	.31	Heli	None	CI	5.44	78.2	1.25x3.62	Rod	4
Continental 31L	Trucks	6-2⅞x4¾	19.84	44½-2800	185	4.78	3	Det.	6	Int	Nicl	PS	L	ChN	1.31	.31	Heli	None	CI	3.28	22.1	.73x2.46	Flo	3
Continental 34L	Trucks	6-2⅞x4¾	19.84	44½-2800	185	4.78	3	Det.	6	Int	Nicl	PS	L	ChN	1.31	.31	Chain	None	CI	3.28	22.1	.73x2.46	Flo	3
Continental 16R	T & Buses	6-4x4½	38.4	72-2400	311	4.19	3	Det.	6	Int	Nicl	PS	I	ChN	1.75	.375	Chain	None	CI	4.91	71.7	1.25x3.43	Flo	4
Continental 11E	Cars	6-3⅜x4	27.34	61-2900	214.7	4.93	4	Det.	6	Int	Iron	PS	L	ChN	1.44	.313	Chain	None	Als	3.93	24	.86x2.87	Flo	4
Continental L4	T, B, Tr.	4-4½x5½	32.40	.....	349.9	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.00	.31	Heli	None	CI	5.94	92	1.37x3.94	Rod	4
Continental B5	T, B, Tr.	4-4¾x6	36.10	.....	425.3	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.12	.31	Heli	None	CI	6.12	102.7	1.50x4.28	Rod	4
Continental H8	T & Tr.	4-3¾x4¼	18.22	.....	152.1	4.2	4	Det.	4	Int	Iron	PS	L	Sil	1 50	.31	Chain	None	CI	3.88	35	.86x2.81	Pist	3
Continental 18E	Trucks	6-3⅜x4	27.34	61-2900	214.7	4.93	3, 4	Det.	6	Int	Iron	PS	L	ChN	1.44	.31	Chain	None	Als	3.93	24	.86x2.87	Flo	4
Continental 16C	Trucks	6-3⅜x4⅝	27.34	66-2900	248.3	5	3, 4	Det.	6	Int	Nicl	PS	L	ChN	1.50	.31	Chain	None	CI	3.93	33	.86x2.87	Flo	4
Continental 12K	Cars	8-3⅜x4½	36.45	114-3200	322.9	5.1	4	Det.	8	Int	Iron	PS	L	ChN	1.50	.37	Chain	None	Als	3.93	24	.86x2.87	Flo	4
Continental 16T	T & Buses	6-4¼x5¼	43.35	.....	446.9	4.12	3	Det.	6	Sep.	Al	Al	L	Sil	1.94	.37	Heli	None	CI	4.59	67	1.25x3.59	Rod	3
Continental 15S	Cars	8-3x4¾	28.8	85-3100	268.6	5.0	4	Det.	8	Int	Iron	PS	L	Sil	1.37	31	Chain	None	ALS	3 38	22.5	.86x2.50	Flo	4
Continental 21R	T & B.	6-4⅜x4¾	46.	112-2400	427.5	4.16	3	Det.	6	Int	Nicl	PS	I	Sil	1.75	.41	Chain	None	CI	4.81	78	1.25x3.69	Flo	4
Cyclone C4	T, B, & Tr.	4-4¾x6	36.1	75-1500	425.3	5.6	3	Det.	4	Int	SS	Al	I	Sil	2.12	.375	Heli	None	Al	6.66	.....	1.37x4.37	Rod	4
Cyclone C4	T, B & Tr.	4-5x6	40.0	85-1500	471.24	....	3	Det.	4	Int	SS	Al	I	Sil	2.12	.375	Heli	None	Al	6.625	79	1.37x4.37	Rod	5
Erd S4E	T & B.	4-3½x5	19.60	46-2100	192.0	4.54	3	Det.	4	Int	Iron	PS	L	CI	.....	.....	Heli	None	CI	4.00	36	.87x3.37	Rod	3
Erd S4I	C & T.	4-3⅜x5	18.23	42½-2100	179.0	4.35	3	Det.	4	Int	Iron	PS	L	CI	.....	.....	Heli	None	CI	4.00	33	.87x3.25	Rod	3
EWC GF	T, Tr & B.	4-4¾x6	36.10	55-1200	425.3	....	4	Det.	1	Sep.	Iron	Iron	L	CI	1.87	.38†	Heli	None	CI	5.87	110.4	1.00x4.25	Rod	3
EWC CF	T, Tr & B.	4-5 x6	40.00	61-1400	471.0	....	4	Det.	1	Sep.	Iron	Iron	L	CI	2.00	.38†	Heli	None	CI	6.25	111.2	1.25x4.62	Rod	4
EWC A	T, Tr & B.	4-5¼x6	44.10	67-1400	519.4	....	4	Det.	1	Sep.	Iron	Iron	L	Sil	2.00	.38†	Heli	None	CI	6.25	112.0	1.25x4.87	Rod	3
EWC DA	T, Tr & B.	4-5½x7	48.40	76-1400	665.2	....	4	Det.	1	Sep.	Iron	Iron	L	Sil-e	2.25	.50†	Heli	None	CI	7.00	175.5	1.44x5.06	Rod	3
Hall-Scott 101	Buses	4-4¼x5½	28.9	56-1800	312	5.09	4	Det.	4	Sep.	Al	Al	Io	Sil	2.25	.31	C&H	Cam	Al	4.56	52	1.25x3.72	Flo	6
Hall-Sco.t 155	Buses	6-4¼x5½	43.3	90-1800	468	4.74	3	Det.	6	Sep.	Al	Al	Io	Sil	2.12	.31	C&H	Cam	Al	4.56	52	1.50x3.72	Flo	6
Hall-Scott 146-3	T & Buses	6-3⅜x5	33.7	65-1800	331.3	4.9	3	Det.	6	Sep.	Al	Al	Io	Sil	2.12	.31	C&H	Cam	Al	4.69	49	1.25x3.19	Flo	6
Hall-Scott 160	T, B	6-4¼x5½	43.35	116-2200	468.14	4.33	3	Det.	6	Sep.	Al	Al	I	Sil	2.06	.34	C&H	Cam	Al	5.37	56	1.25x3.71	Flo	5
Hall-Scott 165	Trucks	4-4¼x5½	28.9	55-1800	312	4.03	3	Det.	4	Sep.	Iron	Iron	I	Sil	1.92	.31	C&H	....	Al	5.03	56.9	1.25x3.71	Flo	5
Hall-Scott 175	T, Buses	6-5x6	60.0	175-2000	706.86	4.27	3	Det.	6	Sep.	Al	Al	I	Sil	2.31	.34	C&H	Cam	Al	6.00	99.8	1.37x4.18	Flo	5
Hercules 00A		4-3½x4½	19.6	35-	173.2	4.2	4	Det.	4	Int	CI	PS	L	Sil-e	1.38	.33	H	None	CI	4.31	46	1-3.14	Pist	3
Hercules OOB		4-3⅜x4½	22.5	38-	198.8	4.2	4	Det.	4	Int	CI	PS	L	Sil-e	1.38	.33	E	None	CI	4.31	52	1-3.39	Pist	3
Hercules OOC		4-4x4½	25.6	41-	226.2	4.2	4	Det.	4	Int	CI	PS	L	Sil-e	1.38	.33	I	None	CI	4.31	61	1-3.64	Pist	3
Hercules OX	T, B, Tr.	4-4 x5	25.60	46-	251.3	3.89	3	Det.	4	Int	CI	PS	L	Sil	1.62	.33	Heli	None	CI°	4.87	69	1.37x3.50	Pist	4
Hercules OXC		4-4¼x5	28.9	56-	283.5	3.89	3.4	Det.	4	Int	CI	PS	L	Sil-e	1.63	.33	Heli	None	CI	4.88	75	3.75x1.35	Pist	4
Hercules K	T, Tr.	4-4¼x5¾	28.9	55-	326.3	3.89	3	Det.	4	Int	CI	PS	L	Sil-e	2.00	.33	Heli	None	CI	5.25	86	1.50x3.75	Pist	4
Hercules L	T, B, Tr.	4-4½x5¾	32.40	59-	365.8	3.89	3, 4	Det.	4	Int	CI	PS	L	Sil-e	2.00	.33	Heli	None	CI	5.25	94	1.50x4.00	Pist	4
Hercules G	T, B, Tr.	4-4¾x5¾	36.10	63-	407.6	3.89	3	Det.	4	Int	CI	PS	L	Sil-e	2.00	.33	Heli	None	CI	5.25	102	1.50x4.25	Pist	4
Hercules E		4-5x5¾	40.0	74-	451.4	3.89	3.4	Det.	4	Int	CI	PS	L	Sil-e	2.00	.33	Heli	None	CI	5.25	108	1.50x4.50	Pist	4
Hercules "TX"	T, Tr, Rail C	4-5½x7	48.40	76-1000	665.0	3.9	3.4	Det.	4	Int	Iron	Al	L	Sil	2.50	.37	Heli	.....	CI	7.00	194	1.88x4.88	Pist	4
Hercules "TXA"	T, Tr, Rail C	4-6 x7	57.60	91-1000	792.0	3 9	3.4	Det.	4	Int	Iron	Al	L	Sil	2.50	.37	Heli	.....	CI	7.00	210	1.88x5.37	Pist	4
Hercules TXO	T, Tr.	4-6¾x7	65.	103-1000	893.7	3.89	3	Det.	4	Int	Iron	Al	L	Sil	2.50	.37	Heli	.....	CI	7.00	....	1.88x5.87	Pist	4
Hercules WXA-2		6-3½x4½	29.4	60-	260	4.4	3.4	Det.	6	Int	CI	PS	L	Sil-e	1.50	.36	Heli	None	CI	4	50	1.13x3.02	Pist	3
Hercules WXB		6-3¾x4½	33.75	66-	298	4.4	3.4	Det.	6	Int	CI	PS	L	Sil-e	1.50	.36	Heli	None	CI	4	56	1.13x3.39	Pist	4
Hercules WXC		6-4x4½	38.4	74-	339	4.4	3,4	Det.	6	Int	CI	PS	L	Sil-e	1.50	.36	Heli	None	CI	4	61	1.13x3.64	Pist	4

ABBREVIATIONS:
a—Main Bearings.
Acex—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
Cent—Centrifugal.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
Crac—Crankshaft and Accessories.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating
Heli—Helical.
I—Both valves in head.
.o—Valve in Head; overhead camshaft

ENGINES

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							MAKE AND MODEL
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)				
							Diameter and Length (Ins.)																	
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carbureter or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	
Car...	14.00	144.0	Car...	None...	No...	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	800	1650	Yes...	85¼	19½	35½	None..	Automatic.....J5½
Car...	17.00	240.0	Car...	None...	No...	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	675	2700	Yes...	26	43	70¼	None..	Automatic.....M
Car...	19.00	496.0	Car...	None...	No...	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	560	3750	Yes...	30	48	78¾	None..	Automatic.....N
Car...	21.00	728.0	Car...	None...	No...	3.50x4.25	5	3.50x6.50	3.50x5.12	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	500	4700	Yes...	32	53½	86½	None..	Automatic.....R
ASt..	11.00	.....	NicS..	None...	No...	2.50x2.00	3	2.25x4.25	2.25x3.50	abee....	Gear..	Pump...	Gear..	Opt...	Opt...	1500	1350	600	.....	21	28⅝	39½	Opt...	‡Brennan.....CE
Car...	11.00	.....	ChN..	None...	No...	2.50x2 00	3	2 75x4.50	2.75x3.00	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1500	1300	750	.....	25¾	33	49¼	Opt°..	‡Brennan.....B70
ChVa..	13.25	138.6	Car...	None...	Yes...	2.99x2.25	4	2.99x2.25	2.99x3.68	abede..	Gear..	Pump...	Cent..	Opt...	Opt...	1650	1000	1295	No....	28¾	43	58	1	Buda.....GL6
ASt..	11.25	57.2	Car...	None...	No...	1.87x2.00	3	1.75x2.50	2.12x2.94	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	2000	1000	640	No....	25¾	32¾	52½	3	Buda.....WTU
ASt..	11.25	92.2	Car...	None...	Yes...	2.00x2.25	3	1 87x2.87	2.12x3.44	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1800	1000	840	No....	25¾	32¼	55	3	Buda.....KBUI
ASt..	11.25	89.0	Car...	None...	No...	2.00x2.25	3	1.87x2.87	2.12x3.44	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1800	1000	782	No....	25¾	32¼	55½	3	Buda.....KTU
ChVa..	12.25	120.0	Car...	None...	Yes...	2.12x2.50	3	2.12x3.09	2.37x4.00	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1600	1050	980	No....	25¾	35½	58¼	3	Buda.....EBUI
ChVa	12.25	113.0	Car...	None...	No...	2.12x2.50	3	2.12x3.09	2.37x4.00	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1600	1050	968	No....	25¾	35⅛	58¼	3	Buda.....ETU
ChVa.	13.25	148.2	Car...	None...	Yes...	2.49x3.00	3	2.12x3.50	2.37x4.44	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1400	850	1140	No....	25¾	38¼	65¼	3	Buda.....YBUI
ChVa	13.25	133.7	Car...	None...	No...	2.49x3.00	3	2.12x3.50	2.37x4.44	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1400	850	1080	No....	25¾	38¼	65¼	3	Buda.....YTU
ChVa	14.37	163.0	Car...	None...	No...	2.50x3.12	3	2.25x4.12	2.62x4.68	abee....	Gear..	Pump...	Cent..	Opt...	Opt...	1200	700	1410	No....	28¾	41⅞	70¾	1	Buda.....BTU
ChVa.	11.25	94.0	Car...	None...	Yes...	2.49x2.12	4	2.50x2.12	2.50x3.50	abede..	Gear..	Pump...	Cent..	Opt...	Opt...	1850	800	946	No....	25¾	38¼	53⅝	3	Buda.....BUS
ChVa.	11.25	94.0	Car...	None...	Yes...	2.49x2.12	4	2.50x2.12	2.50x3 50	abede..	Gear..	Pump...	Cent..	Opt...	Opt...	1850	800	954	No....	25¾	38¼	53⅜	3	Buda.....BA6
ASt..	9.75	48.0	Car...	None...	Yes ..	2 37x1.75	4	2.37x1.75	2.37x2.75	abede..	Gear.	Pump...	Cent..	Opt...	Opt...	2200	1200	708	No....	25¾	31¾	44⅞	3	Buda.....HS-6
ASt..	10.75	67	Car...	None...	Yes...	2.50x1.87	4	2.50x1 87	2.50x2.75	abede..	Gear.	Pump...	Cent..	Opt...	Opt...	2000	800	793	No....	25¾	31⅞	46⅞	3	Buda.....DS6
ChVa.	15.25	239	Car...	None...	Yes...	3.49x3.31	4	3.50x4.75	3.50x4.75	abede..	Gear.	Pump...	Cent..	Opt...	Cent.	1200	400	2800	No....	28⅝	44⅞	72¾	1, 0, 00	Buda.....JV-6
ChVa.	15.25	239	Car...	None...	Yes...	3.49x3.31	4	3.50x4.75	3.50x4.75	abede..	Gear.	Pump...	Cent..	Opt...	Cent.	1200	400	3100	No....	28⅞	44⅞	72¾	1, 0, 00	Buda.....JH-6
ChVa.	13.25	138.6	Car...	None...	Yes...	2.99x2.25	4	2.99x2.25	2.99x3.08	abede..	Gear.	Pump...	Cent..	Opt...	Opt...	1650	1000	1300	No....	28¾	43	56⅛	1	Buda.....GF-6
ChVa	14.37	163	Car...	None...	No...	2.50x3.12	3	2.25x4.12	2.62x3 33	abee....	Gear.	Pump...	Cent..	Opt...	Opt...	1200	700	1450	No....	28¾	41⅞	70¾	1	Buda.....Fr
ASt..	10.75	67	Car...	None...	Yes...	2.50x1.87	4	2.50x1 87	2.50x2.75	abede..	Gear.	Pump...	Cent..	Opt...	Opt...	2000	1000	793	No....	25¾	31⅞	46⅞	3	Buda.....DW-6
ChVa	14.62	227.2	Car...	None...	No...	3.00x3.34	3	3.00x3 33	3.00x3 33	abede..	Gear.	Pump...	Cent..	Opt...	Opt...	1100	700	1883	No....	28¾	44⅛	45⅝	1, 0, 00	Buda.....JV-4
ChVa.	14.62	227.2	Car...	None...	No...	3.00x3.34	3	3.00x3 33	3.00x3 33	abede..	Gear.	Pump...	Cent..	Opt...	Opt...	1100	700	1953	No....	28¾	49⅛	45⅝	1, 0, 00	Buda.....JH-4
ChVa.	13.25	133.7	Car...	None...	No...	2.49x3.00	3	2.12x3.50	2.37x4.44	abeee..	Gear.	Pump...	Cent..	Opt...	Opt...	1050	850	1000	Yes..	23⅛	40⅛	60⅛	Spec..	Buda.....TRA
ASt..	16.00	220	ChN..	None...	Yes..	3 00x3 50	4	3.25x3 81	3 25x4.50	abe....	Ecc ..	Pump...	Cent..	Stk...	Cent.	1200	700	2660	Yes ..	29⅛	46⅞	73⅛	1	Climax.....RBU
ASt..	16.00	220	ChN..	None...	No...	3.00x3.50	4	3.25x3 81	3.25x4.50	abe....	Ecc..	Pump...	Cent..	Stk...	Cent.	1200	700	2000	Yes..	30⅛	46¼	57	1	Climax.....R4U
ASt..	16.00	220	ChN..	None...	Yes..	3.00x3.50	4	3 25x3.81	3 25x4.50	abe....	Ece ..	Pump...	Cent.	Stk...	Cent.	1200	700	2600	Yes..	30⅛	46¼	73⅛	1,0	Climax.....R6U
ASt..	13.00	111.0	ChN..	None...	No...	2.25x3.00	3	2.19x3.78	2.31x4.40	abe....	Ecc..	Pump...	Cent	Stk...	Cent.	1200	700	1100	Yes..	26¼	39⅝	49½	2	Climax.....K, KU, KL
ASt..	14.00	179.0	ASt..	None...	No...	2.50x3.50	3	2.50x3.81	2.50x4.50	abe....	Ecc..	Pump...	Cent.	Stk...	Cent.	1200	700	1550	Yes..	28	43⅞	55⅛	1	Climax.....T & TU
Car..	14.00	194	Car..	None...	No...	3.00x3.00	3	3.25x3.87	3.25x4.75	abee....	Ecc..	Pump...	Cent...	Stk...	Cent.	1200	700	1850	Yes..	30½	45⅛	53½	1.0	Climax.....NA
Car..	14.00	194	Car..	None...	No...	3.00x3.00	3	3.25x3.87	3.25x4.37	abee....	Ecc..	Pump...	Cent.	Stk...	Cent.	1200	700	1880	Yes..	30½	46	53¼	1.0	Climax.....NB
Al....	16.00	220	ChN..	None...	No...	3.00x3.50	3	3.25x3.81	3.25x4.5	abee....	Ecc..	Pump...	Cent.	Stk...	Cent.	1200	700	2150	Yes..	31⅜	50	57⅜	1 0	Climax.....R14
Al....	16.00	220	ChN..	None...	Yes..	3.00x3.50	4	3.25x3.81	3.25x4.0	abee....	Ecc..	Pump...	Cent.	Stk...	Cent.	1200	700	2800	Yes..	29⅛	50	73⅛	1.0	Climax.....R16
Car...	10.50	45.0	Car...	None...	No...	2.25x1.56	4	2.25x2.34	2.25x2.81	abe....	Gear..	Pump...	Cent.	NP...	None..	None..	1000	580	No....	26	32¼	40⅝	3	Continental.....8R
Car...	8.00	28.0	Car...	None...	No...	1.50x1.44	3	1.50x1.78	1.50x2.75	abe....	Gear..	Pump...	Cent.	Stk...	Cent.	1200	1400	305	No....	26	29⅞	30⅝	4, 5	Continental.....H7
Car...	12.00	119.5	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25	abed...	Gear..	Pump...	Cent.	Opt...	Opt..	1200	620	807	No....	26	39⅜	42⅛	2	Continental.....L5
Car...	13.25	162.7	Car...	None...	No...	2.62x3.00	3	2.37x3.31	2.62x3.69	abed...	Gear..	Pump...	Cent.	Opt...	Opt..	1100	700	969	No....	28¾	41⅛	46¼	1	Continental.....B7
Car...	13.50	135.2	ASt..	None...	Yes..	3.00x2.12	7	3.00x3.00	3.00x2.75	abed...	Gear..	Pump...	Cent.	Opt...	Opt..	1650	1100	1500	No....	28¾	41½	52¼	1	Continental.....15H
Car...	9.50	54.5	ChVa.	None...	No...	2.50x1.82	7	2.75x1.75	2.75x2.62	abee....	Gear..	Pump...	Cent.	Opt...	Cent.	2000	860	1146	No....	25¾	36⅞	46¾	3	Continental.....18R
Car...	9.50	54.5	ChVa.	None...	No...	2.50x1.82	7	2.75x1 75	2.75x2.62	abee....	Gear..	Pump...	Cent.	Opt...	Cent.	2000	960	1160	No....	25¾	36⅜	46¾	3	Continental.....20R
Car...	9.00	27	Car..	None...	No...	2.00x1.13	4	2 12x1.34	2.12x1.56	abe....	Gear..	Pump...	Cent.	None..	.....	.....	1000	487	No....	25⅞	24⅞	35¼	4	Continental.....29L
Car...	12.00	98.5	Car...	None...	No...	2.25x2.37	3	2.25x2.12	2.25x2.69	abed...	Gear..	Pump...	Cent.	Opt...	Var...	1800	1100	748	No....	26	33⅝	38⅜	2,3	Continental.....S4
Car...	11.00	79	Car...	None...	No...	2.00x2.18	3	2.25x2.25	2.25x2.62	abed...	Gear..	Pump...	Cent.	Opt...	Var...	1400	750	590	No....	26	31⅛	35	3	Continental.....J4
Car...	11.50	93.2	Car...	None...	No...	2.12x2.37	3	2.25x2.62	2.25x2.75	abed...	Gear..	Pump...	Cent.	Opt...	Var.	1300	700	680	No....	26	38½	38	2	Continental.....K4
Car...	9.00	27	Car...	None...	No...	2.00x1.13	4	2.12x1.34	2.12x1 56	abe....	Gear..	Pump...	Cent.	NP...	None..	None..	1000	504	No....	25⅞	24⅞	35⅛	4	Continental.....31L
Car...	9.00	27	Car...	None...	No...	2.00x1.13	4	2.12x1.34	2.12x1.56	abe....	Gear..	Pump...	Cent.	NP...	None..	None..	1000	497	No....	26⅛	24⅞	34⅛	4	Continental.....34L
Car...	8.25	54.5	ChVa.	None...	No...	2.38x1.81	7	2.75x1.75	2.75x2.62	abee....	Gear..	Pump...	Cent.	Opt...	Cent.	2000	800	1100	No....	25¾	34⅛	46⅜	3	Continental.....16R
Car...	8.06	33	Car...	None...	No...	1.88x1.38	7	2.12x1.43	2.12x1.87	abe....	Gear..	Pump...	Cent	NP...	None..	None..	1000	448	No....	25½	31⅞	37⅞	None..	Continental.....11E
Car...	12.00	124.7	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25	abed...	Gear..	Pump...	Cent.	Opt...	Var...	1200	600	807	No....	26	39⅜	42⅛	2	Continental.....L4
Car...	13.25	162.7	Car...	None...	No...	2.62x3.00	3	2.37x3.31	2.62x3.69	abed...	Gear..	Pump...	Cent.	Opt...	Var...	1100	800	998	No....	28¾	41⅞	46⅛	1	Continental.....B5
Car...	8.00	29	Car...	None...	No...	1.50x1.44	3	1.50x1.78	1.50x2.75	abe....	Gear..	Pump...	Cent.	NP...	None..	None..	1200	310	No....	26	32½	29⅛	Opt...	Continental.....H8
Car...	8.06	33	Car...	None...	No...	1.88x1 38	7	2.12x1.43	2.12x1.87	abe....	Gear..	Pump...	Cent.	NP...	None..	None..	1000	529	No....	27	23⅛	38⅛	Spec 4	Continental.....18E
Car...	9.00	37.5	Car...	None...	No...	2.13x1.38	7	2.37x1.78	2.37x2.18	abe....	Gear..	Pump...	Cent.	NP...	None..	None..	1000	630	No....	25⅞	28¾	39⅛	3, 4	Continental.....16C
Car...	9.00	42.5	Car...	None...	No...	2.25x1.50	5	2.62x1.65	2.62x2.53	abe....	Gear..	Pump...	Cent.	NP...	None..	None..	2000	748	No....	25⅞	26⅛	47⅞	4	Continental.....12K
Car...	11.00	86.7	ASt..	None...	Yes..	2.50x1 81	7	2.50x2.06	2.50x2 66	abed...	Gear..	Pump...	Cent.	Opt...	Cent.	1800	800	1023	No....	26	35⅞	47⅛	2	Continental.....16T
Car...	9.75	41	Car...	None...	Yes..	2.25x1.31	5	2.37x1.37	2.37x2.37	abee....	Gear..	Pump...	Cent.	NP...	None..	None..	1600	675	No....	26⅛	30¼	44⅛	5	Continental.....15S
Car...	9.50	54.5	ChVa.	None...	No...	2.50x1.81	7	2.75x1⅛	2.75x2.63	abee....	Gear..	Cent..	Pump.	Opt...	Cent.	2000	1000	1175	No....	27⅛	36⅛	46⅜	3	Continental.....21R
Car...	13.25	148	ChN..	None...	No...	2.37x3.00	3	2.50x3.06	2.50x4.00	abede..	Gear..	Pump...	Gear..	Stk...	Cent.	Opt..	1600	1100	No....	27	39	46¼	2	Cyclone.....C4
Car...	13.25	148	ChN..	None...	No...	2.37x3.00	3	2.50x3.06	2.50x4.00	abede..	Gear..	Pump...	Gear..	Stk...	Cent.	Opt..	1600	1100	No....	27	39	46¼	2	Cyclone.....C4
Car...	10.00	60	.....	.62	.....	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.....	Gear..	.....	Gear..	Opt..	.....	.....	800°	475	.....	26	24⅛	30⅛	3, 5	Erd.....S4E
Car...	10.00	60	Car...	.62	No...	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.....	Gear..	Opt....	Cent..	Opt..	.....	.....	1200	470	.....	26	24⅛	30⅛	3 5	Erd.....S4I
Car...	10.00	112.0	Car...	.44	No...	2.00x2.44	5	2.25x3.44	2.25x2.62	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	650	1180	Yes...	24¼	35¼	42⅝	No....	EWC.....GF
Car...	10.00	128.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3 62	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	700	1180	Yes...	24¼	37¼	42⅝	No....	EWC.....CF
Car...	12.00	148.0	Car...	.56	No...	2.00x2.44	5	2 25x3.44	2.25x3.62	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	700	1300	Yes...	24½	39¼	42¼	No....	EWC.....A
Car...	14.00	182.7	Car...	None...	No...	2.50x3.00	5	2.50x3.00	2.62x4.00	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1000	700	1700	Yes...	29¼	58½	52¾	No....	EWC.....DA
ASt..	11.00	104	ChN..	None...	No...	2.25x2.45	3	2 25x2.25	2.25x3.25	abe....	Gear..	Pump...	Cent..	Stk...	Cent.	1800	1100	984	No....	28¼	44	6½	Yes*.	Hall-Scott.....101
ASt..	11.00	104	ChN..	None...	No...	2.25x2.44	4	2.75x2.19	2.75x3.19	abe....	Gear..	Pump...	Cent..	Stk...	Cent.	2000	1200	1440	No....	35½	48	65¼	3	Hall-Scott.....155
ASt..	11.00	93.5	ChN..	None...	No...	2.25x1.87	4	2.75x2 69	2.75x2.69	abee....	Gear..	Pump...	Cent..	Stk...	Cent.	2000	1200	1230	No....	31	46	58	3	Hall-Scott.....146-3
Al....	11.00	102	ChN..	None...	Yes..	2.37x2.00	4	2.75x2.18	2.75x3.06	abee....	Gear..	Pump...	Cent..	NP...	None..	None..	1400	1270	No..	29⅜	46½	59¼	3	Hall-Scott.....160
Al....	11.00	105	ChN..	None...	No...	2.25x2.00	3	2.75x2.31	2.75x2.31	abee....	Gear..	Pump...	Cent..	Stk...	Cent.	1800	1200	1135	No..	27⅞	40½	43⅛	2	Hall-Scott.....165
Al....	11.00	114	ChN..	None...	Yes..	2.50x2.00	7	3.25x1.44	3.25x2.44	abee....	Gear..	Pump...	Cent..	NP...	None..	None..	1200	1830	No..	35⅝	45⅛	59¼	2	Hall-Scott.....175
Steel..	8.00	39	Car..	None...	No...	2.00x1.50	3	2.00x2.19	2.00x2.63	abe....	Gear..	Opt....	Cent..	Opt...	Own..	Opt..	900	.....	.....	17¾	23¼	32½	3,4,5	Hercules.....00A
Steel..	8.00	39	Car..	None...	No...	2.00x1.50	3	2.00x2.19	2.00x2.63	abe....	Gear..	Opt....	Cent..	Opt...	Own..	Opt..	900	.....	.....	17¾	23¼	32½	3,4,5	Hercules.....OOB
Steel..	8.00	39	Car..	None...	No...	2.00x1.50	3	2.00x2.19	2.00x2.63	abe....	Gear..	Opt....	Cent..	Opt...	Own..	Opt..	900	.....	.....	17¾	23¼	32½	3,4,5	Hercules.....OOC
Car°.	9.50	55	Car..	None...	No...	2.00x2.25	3	2.00x3.19	2.00x3.31	abe....	Gear..	Pump*..	Cent..	Opt...	Opt...	Opt..	° 1000	605	Yes..	20½	28¼	37⅛	2, 3, 4	Hercules.....OX
Car...	9.50	55	Car..	None...	No...	2.00x2.25	3	2.00x3.19	2.00x3.31	abe....	Gear..	Opt....	Cent..	Opt...	Opt...	Opt..	1000	.....	.....	20½	28¼	37.31	2,3,4	Hercules.....OXC
Car...	10.87	81	Car..	None...	No...	2.50x2.62	3	3.00x3.50	3.00x3.50	abe....	Gear..	Pump...	Cent..	Opt...	Opt...	Opt..	1000	819	....	22	30¼	42⅛	1, 2	Hercules.....K
Car...	10.87	81	Car..	None...	No...	2.50x2.62	3	3.00x3.50	3.00x3.50	abe....	Gear..	Pump...	Cent..	Opt...	Opt...	Opt..	1000	819	Yes...	22	30⅞	42⅛	1, 2	Hercules.....L
Car...	10.87	81	Car..	None...	No...	2.50x2.62	3	3.00x3.50	3.00x3.50	abe....	Gear..	Pump...	Cent..	Opt...	Opt...	Opt..	1000	819	Yes...	22	30⅞	42⅛	1, 2	Hercules.....G
Car...	10.87	81	Car..	None...	No...	2.50x2.63	3	3.00x3.50	3.00x3.50	abe....	Gear..	Pump...	Cent..	Opt...	Opt...	Opt..	1000	.....	.....	22	30⅞	42⅛	1,2	Hercules.....E
Car...	13.25	.....	Car..	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk...	Opt...	1250	800	1650	Yes..	28¾	35⅛	56⅜	0, 1	Hercules.....“TX”
Car...	13.25	.....	Car..	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk...	Opt.	1250	800	1650	Yes..	28¾	35⅛	56¾	0, 1	Hercules.....“TXA”
Car...	13.25	.....	Car..	None...	.....	3.00x3.00	...	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk...	Cent.	1200	800	1700	Yes..	28¾	35⅛	56⅜	0, 1	Hercules.....TXO
Car...	9.13	51	Car..	None...	No...	2.25x1.50	7	2.63x1.75	2.63x2.75	abe....	Gear..	Pump...	Cent..	Opt...	Own..	Opt..	1000	.....	.....	20⅛	28⅛	42⅛	1,2,3	Hercules.....WXA-2
Car...	9.13	51	Car..	None...	No...	2.25x1.50	7	2.63x1.75	2.63x2.75	abe....	Gear..	Pump...	Cent..	Opt...	Own..	Opt..	1000	.....	.....	20⅛	28⅛	42⅛	1,2,3	Hercules.....WXB
Car...	9.13	51	Car..	None...	No...	2.25x1.50	7	2.63x1.75	2.63x2.75	abe....	Gear..	Pump...	Cent..	Opt...	Own..	Opt..	1000	.....	.....	20⅛	28⅛	42⅛	1,2,3	Hercules.....WXC

Ind—Industrial.
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
Nicl—Nickle Iron
NicS—Nickel Steel.
NP—No provision.
Opt—Optional.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silerome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.
Sl—Sleeve.

Pist—Piston.

Spec—Special.
SS—Semi Steel.
SpP—Splash with pressure.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Var—Various.
°—Optional.
°—Others also.
†—Inlet valve only.
§—Pressure to all main crankshaft and camshaft bearings.
‡—1929 Specifications.

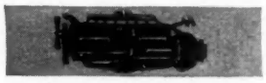
AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	Number of Rings per Piston
Hercules WXC-2		6-4 1/8x4 1/2	40.3	78-	360.8	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.50	.36	Heli.	None.	CI.	4	63	1.13x3.77	Pist.	4
Hercules YXA	T, B, Tr.	6-3 3/4x4 3/4	33.7	68-	314.7	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.38	Heli.	None.	CI.	4.06	51	1.25x3.31	Pist.	3
Hercules YXB	T, B, Tr.	6-4x4 3/4	38.4	80-	358.1	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.38	Heli.	None.	CI.	4.87	65	1.25x3.58	Pist.	4
Hercules YXC	T, B, Tr.	6-4 3/8x4 3/4	45.9	94-	428.4	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.38	Heli.	None.	CI.	4.87	73	1.25x3.94	Pist.	4
Hercules YXC-2		6-4 1/2x4 3/4	48.6	99-	453	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.39	Heli.	None.	CI.	4 7/8	79	1.25x3.94	Pist.	4
Hercules YXC-3		6-4 5/8x4 3/4	51.2	105-	478.8	4.4	3,4	Det.	6	Int.	CI.	PS.	L.	Sil-e.	1.75	.39	Heli.	None.	CI.	4 7/8	81	1.25x4.19	Pist.	4
John Deere D	Tractors.	2-6 3/4x7	36 45	-800	501	3.9	3		Det.	2	Sep.	Iron.	Iron.	I.	Sil-e.	2.31	53	Heli.	None.	CI.	8.50	276.0	1.75x6.12	Rod.	5
John Deere GP	Tractors.	2-5 3/4x6	26.44	-950	312	3.9	3		Det.	2	Sep.	Iron.	Iron	L.	Sil	2.25	.37	Heli.	None.	CI.	7.00	195.0	1.75x5.25	Rod.	4
LeRoi K	Cars, T, Tr.	4-2 3/4x4	12.1	16-2200	95	4.0	3,4	Det.	4	Int.	Iron.	Iron.	L.	CI.	1.50	.19	Heli.	None	CI.	3.50	15.0	.75x2.62	Rod.	3
LeRoi 2C	C, T, Tr.	4-3 1/8x4 1/2	15.63	25-2200	138.1	4.4	3		Det.	4	Int.	Iron.	Iron.	L.	CI.	1.50	.19	Heli.	None.	CI.	3.50	28.0	.75x2.87	Rod.	3
LeRoi MR & M	Tractors.	2-3 1/8x4 1/2	7.80	10-1750	69.0	4.4	3, 4	Det.	2	Int.	Iron.	Iron.	L.	CI	1.50	.19	Heli.	None.	CI.	3.50	28.0	.75x2.87	Rod.	3
‡Lever (Powell) AF1	Buses	6-4 3/8x10		140-1300	100.8	4 8	3			1	Sep.	Iron.	Al	L.	Sil.	2.25	.44	Chain	None.	Mag	6.00	40.0	2.00x2.63	Flo.	5
Light H	C, T, Tr.	4-3 1/4x4 1/2	16.90	29-2350	149.3	3.9	3		Det.	4	Int.	Iron.	Iron.	L.	CI.	1.19	.36	Heli.	None.	CI.	4.00	30.0	.75x3.00	Rod.	3
Lycoming CT	T. & B.	4-3 3/4x5	22 50	38-2150	220.9	4 0	3		Det.	4	Sep.	Iron.	PS.	L.	Sil-e.	1.62	.31	Heli.	Crac	CI.	4.37	42 0	1.12x3.50	Pist.	4
Lycoming C4W	T, B.	4-4x5	25.6	34-2000	251.3	3 8	3		Det.	4	Sep.	Iron	PS.	L.	Sil-e	1.62	.31	Heli.	Acex.	CI°.	4 12	32.0	1.12x3.50	Pist.	3, 4
Lycoming 4SL	Buses, Tr.	6-3 1/4x4 1/2	25.35	60-2700	224.0	4 8	3		Det.	6	Sep.	Iron.	PS.	L.	Sil-e	1.31e	.31	Heli.	Idler	CI°.	3.93	38.0	.87x3.00	Pist.	4
Lycoming TH	T, Buses & Tr.	6-3 1/8x5	29 4	72-2900	288.6	4.4	3,4		Det.	6	Sep.	Iron.	PS.	L.	Sil-e.	1.69e	.31	Heli.	Idler	Al.	4.37	28 9	1.12x2.97	Flo.	4
Lycoming TF	T & Buses.	6-3 3/8x5	31.5	83-2800	309.6	4.4	3,4		Det.	6	Sep.	Iron.	PS.	L.	Sil-e	1.69e	.31	Heli.	Idler	Al.	4.37	30 8	1.12x2.97	Flo.	4
Lycoming TS	T & Buses.	6-3 7/8x5	36.0	90-2750	353.8	4.4	3, 4		Det.	6	Sep.	Iron.	PS.	L.	Sil-e.	1.69e	.31	Heli.	Idler	Al.	4.37	36.0	1.12x3.34	Flo.	4
Lycoming CUWM	Tractors.	4-4x5	25.6	44-1600	251.3	4.66	3		Det.	4	Sep.	Iron.	PS.	L.	Sil-e.	1.62	.31	Heli.	Acex.	CI.	4.87		1.12x2.25	Rod.	4
Lycoming WRG	Trucks.	6-2 7/8x4 3/4	19.84	60-3000	185.0	5.5	4		Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.37	.34	Gear.	Idler.	Als.	3.75	17	.87x1.44	Pist.	4
Lycoming WRP	Cars, T.	6-2 7/8x4 3/4	19.84	60-3000	185.0	5.5	4		Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.37	.34	Heli.	Idler.	Als.	3.75	17	.87x1.44	Pist.	4
Lycoming WR	Cars	6-2 7/8x4 3/4	19.84	70-3500	185.0	5.5	4		Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.37	.34	Chain	None.	Als.	3.75	17	.87x1.44	Pist.	4
Lycoming GR	Cars	8-2 7/8x4 3/4	26.4	95-3400	246.7	5.5	4		Det.	8	Int.	Iron.	PS.	L.	Sil-e.	1.37	.34	Chain	None.	Als.	3.75	17	.87x1.44	Pist.	4
Lycoming HD	Cars, B & T.	8-3 1/4x4 1/2	33 8	115-3300	298.6	5.50	4		Det.	8	Sep.	Iron.	PS.	L.	Sil.	1.31e	.34	Chain	None.	Al.	3 94	24.0	.87x2.81	Pist.	3
Lycoming MD	Cars, B & T.	8-3 1/4x4 1/2	33.8	115-3300	298.6	5.50	4		Det.	8	Sep.	Iron.	PS.	L.	Sil.	1 31e	.34	Chain	None.	Al.	3 94	24.0	.87x2.81	Pist.	3
Mar Tan F	T & Tractors.	2-3 5/8x3 1/2		-1750	69.9				Det.	1	Sep.	SS.		I.	Sil.	1.50	.27		Crac.	CI.	3.12		.75x3.63	Pist.	2
Niagara M	C, Tr.	4-3x4	25 30	32-3000	103.6	3.0	3		Det.	4	Int.	Al	Al	L.	S.	1 18	.37	Spur.	None.	Al.	3.81	17.0	.75x2.93	Flo.	3
Niagara S	C, Tr.	4-2 3/4x4	12.10	15-1600	95.0	3.0	3		Det.	4	Int.	Iron.	Iron.	L.	CI.	1.18	.25	Spur	None.	CI.	3.00	20.0	.62x2.50	Flo.	3
‡Reliable 10-20	Tractors.	2-6x7	18.81	22-600		5.0	3		Det.	2	Sep.	SS.	Iron.	I.	CI.			Spur.	None.	CI				Pist.	3
Stearns HU & H	T & Buses.	4-4 1/2x6	32.40	45-1000	381.7	4.3	3, 4		Det.	4	Sep.	CI.	CI.	I.	Sil.	2.00	.37	Heli.	None.	CI.	5.75	80 5	1.50x4.00	Rod.	3
Stearns AU, A	T, B, Tr.	4-4 3/4x6 1/2	36.10	°50-1000	460.7	4.3	3, 4		Det.	4	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Heli.	None.	CI.	6.00	85.0	1.62x4.25	Rod.	4
Stearns DU, D	T, B, Tr.	4-5 1/8x6 1/2	42.00	°80-1000	536.4	4.6	3, 4		Det.	4	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Heli.	None.	CI°.	6.00	92.0	1.62x4.62	Rod.	4
Stearns HR	T & Buses.	4-4 1/2x6	32.40	80-1800	381.7	4.9	3, 4		Det.	4	Sep.	CI.	CI.	I.	Sil.	2.00	.44	Heli.	None.	Dur.	6.12	44.0	1.50x4.00	Rod.	4
Stearns DUV6	T, B, Tr.	6-5 1/8x6 1/2	63.0	120-1200	804.5	4 6	3		Det.	2	Sep.	CI.	CI.	I.	Sil.	2.25	44	Chain		CI.	6.00	92.0	1.62x4.62	Rod.	4
Stearns EUV6	T, B, Tr.	6-5 1/2x6 1/2	73.6	140-1200	926.6	4 6	3		Det.	2	Sep.	CI.		I.	Sil.	2.25	44	Chain		CI.	6.00	96.0	1.62x5.00	Rod.	4
Stearns DR6	T, B, Tr.	6-5 1/8x6 1/2	63.00	160-1600	804.5	4.9	3, 4		Det.	6	Sep.	CI.	CI.	I.	Sil.	1.47	.31	Heli.	None.	Dur°	6.50	59.0	1.62x4.62	Rod.	4
Stearns EU4		4-5 1/2x6 1/2	48.40	80-1000	617.7	4.6	3		Det.	4	Sep.	CI.	CI.	I.	Sil.	2 25	.44	Heli.	None.	CI	6.00	96.0	1.62x5.00	Rod.	4
Twin City TW	Tractors.	4-4 1/4x6	28.90		340.4	4.0	4		Det.	4	Int.	CI.	CI.	I.	Sil.	1.47	.31	Heli.	None.	Nic I.	5.00	73.0	1.25x3.87	Rod.	4
Twin City AE	Tractors.	4-5 1/2x6 3/4	48.40		641.4	3.8	4		Det.	2	Int.	CI.	CI-	I.	Sil.	1.75	.44	Heli.	None.	Nic I.	6.75	170.0	1.62x5.00	Rod.	4
Twin City FE	Tr.	4-4 1/2x6	32.4		381.7	4.04	4		Det.	2	Sep.	Iron.	Iron.	I.	Sil.	1.75	.43	Heli.	None.	Nic I.	5.5	88.0	1.25x3.87	Rod.	4
Twin City KE	Tractors.	4-4 1/4x5	28.90		283.7	4.03	3		Det.	4	Sep.	SS.	Iron.	I.	Si-e.	1.62	.41	Heli.	None.	Nicl	5.00	74	1.25x3.87	Rod.	4
Van Blerck N-6	Buses, Tr.	6-5 1/2x6	72.5	156-1500	855.3	4.1	3		Det.	2	Sep.	SS.	Al	I.	Sil.	2.12	.37	Heli.	None.	SS.	6.25	172.0	1.50x5.19	Rod.	3
Van Blerck R	Buses, Tr.	6-5 3/4x7	79.6	175-1500	1089 6	4.0	3		Det	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli.	None.	SS.	6.25		5.75x5.50	Rod.	3
Waukesha GU	T & Tr.	4-5 3/8x6 1/4	46.20	68-1450	567.0		3		Det.	2	Sep.	Al.	Iron°	L.					Heli.	None.	CI.				Pist.	3
Waukesha 6HB	T & Buses.	6-4 1/4x5 3/4	43.10	90-2000	490.0		3		Det.	2	Sep.	Al.	Al.	L.					Heli.	None.	CI.				Pist.	3
Waukesha CR	T & Tractors.	4-4 3/8x5 3/4	30.6		346		3		Det.	2	Sep.	Iron.	PS.	L.					Heli.	None.	CI.			1.25x2.63	Pist.	
Waukesha DR	T & Tr.	4-4 1/2x6 1/4	32.4		398		3		Det.	2	Sep.	Iron.	PS.	L.					Heli.	None.	CI.			1 38x2 63	Pist.	3
Waukesha ER	T & Tr.	4-5x6 1/2	40		491		3		Det.	2	Sep.	Iron.	PS.	L.					Heli.	None.	CI.			1.38x3.13	Pist.	3
Waukesha HS	T & Tr.	4-5 1/2x6 1/2	48.4		618		3, 4		Det.	4	Sep.	Iron.	Iron.	L.					Heli.	None.	CI.			1.38x3.25	Pist.	
Waukesha V	T, B & Tr.	4-4x5	25 60	50-2200	251.0		3		Det.	4	Int.	Iron.	PS.	L.					Heli.	None.	CI.				Pist.	3
Waukesha VK	T & Tr.	4-4 1/4x5	28.90		284.0		3		Det.	4	Int.	Iron.	PS.	L.					Heli.	None.	CI.					
Waukesha XA	T & Tr.	4-3 1/2x4 1/2	19.6	3 1/2-2500	173.0		3		Det.	4	Int.	Iron.	PS.	L.					Heli.	None.	CI.				Pist.	3
Waukesha XAK	T & Tr.	4-3 3/4x4 3/4	22.50		210.0		3		Int.	4	Int.	Iron.	PS.	L.					Heli.	None.	CI.					
Waukesha CSR	Tractors.	4-4 1/4x5 3/4	28.90		308.0		3		Det.	2	Sep.	Iron.	PS.	L.					Heli.	None.	CI.				Pist.	
Waukesha DKR	Tractors.	4-4 3/4x6 1/4	36.10		442.0		3		Det.	2	Sep.	Iron.	PS.	L.					Heli.	None.	CI.				Pist.	
Waukesha HL	Tractors.	4-6x6 1/2	57.6		735		3, 4		Det.	4	Sep.	Iron.	Iron.	L.					Heli.	None.	CI.			1.38x3.38	Pist.	
Waukesha 6TS	Trucks.	6-3 1/2x4 3/4	23.44		218.6		3		Det.	6	Int.	Iron.	PS.	L.					Heli.	None.	Al.					
Waukesha 6TL	Trucks.	6-3 3/4x4 3/4	27.34		255.0		3		Det.	6	Int.	Iron.	PS.	L.					Heli.	None.	Al.					
Waukesha 6SRS	T & Buses.	6-4 1/2x5 1/2	40.84				3		Det.	6	Sep.	Iron.	PS.	L.					Heli.	None.	Al.					
Waukesha 6SRL	T & Buses.	6-4 3/8x5 1/8	46		464		3		Det.	6	Sep.	Iron.	PS.	L.					Heli.	None.	CI.			1 00x2 25	Pist.	
Waukesha 6RB	T & Buses.	6-5x5 3/4	60	127-1900	677		3		Det.	2	Sep.	Al.	Al.	L.					Heli.	None.	Al.			1.38x2.93	Pist.	
Waukesha 6AB	T & Buses.	6-4 1/2x5 3/4	48.60	99-2000	549.0		3		Det.	2	Sep.	Al.	Al.	L.					Heli.	None.	CI.				Pist.	
Waukesha 6KS	T & Buses.	6-4x4 3/4	38.40	76-2500	358		3		Det.	6	Sep.	Iron.	PS.	L.					Heli.	None.	CI.				Pist.	
Waukesha 6KU	T & Buses.	6-4 1/4x4 3/4	43.4	78-2000	404.0		3		Det.	6	Sep.	Iron.	PS.	L.					Heli.	None.	CI.				Pist.	
Waukesha 6-OS	Rail C.	6-7x8 1/2	104		196.3		4		Det.	1	Sep.	Iron.	Iron.	L.					Heli.	None.	Al.			2.25x3.75	Pist.	
Waukesha 6-OL	Rail C.	6-7 1/4x8 1/2	126		210.5		4		Det.	1	Sep.	Iron.	Iron.	L.					Heli.	None.	Al.			2.25x4.00	Pist.	
Waukesha 6-OK	Rail C.	6-7 3/4x8 1/2	144		240.6		4		Det.	1	Sep.	Iron.	Iron.	L.					Heli.	None.	Al.			2.25x4.25	Pist.	
Waukesha 6XL	T & Buses.	6-3 1/2x4 1/2	29.4	53 1/2-2000	260.0		3		Det.	6	Int.	Iron.	PS.	L.					Heli.	None.	CI.				Pist.	
Waukesha 6XK	T & Buses.	6-3 3/4x4 1/2	33.7	61-2000	298.0		3		Det.	6	Int.		PS.	L.					Heli.	None.	CI.				Pist.	
Wisconsin SU	T, B.	4-4x5	25.60	50-2000	251.3	4.2	3		Det.	4	Int.	Nic I	PS.	I.	Sil.	1.53	.38	Heli.	Idler.	CI.	4.25	54.7	1.06x3.50	Rod.	3
Wisconsin RAU	T, B, Tr.	4-4 3/4°x6	36.10	61-1600	425.3	3.76	3		Det.	2	Sep.	Al.	Al.	L.	Sil	2.12	.34	Heli.	None.	CI.	6.12	99.0	1.37x4.31	Rod.	3
Wisconsin RBU	T, B, Tr.	4-5x6	40.00	64-1600	471.2	3.78	3		Det.	2	Sep.	Al.	Al.	L.	Sil.	2.12	.34	Heli.	None.	CI.	5.91	109.0	1.37x4.56	Rod.	3
Wisconsin Y	T & B.	6-3 3/8x5	27 34	75-3000	268.0	4.6	3		Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	38	Chain	None.	CI.	4.00	32.0	1.06x3.12	Rod.	3
Wisconsin Z	T, B, & Tr.	6-4 1/2x5	48.60	103-2200	477.0	4 5	3		Det.	6	Sep.	Al.	Al.	I.	Sil.	1.93	38	Heli.	Yes.	CI.	4.75		1.19x3.93	Rod.	4
Wisconsin F	Trucks, B.	6-3 1/4x4 1/4	25.35	45-2200	212.0	4.5	3		Det.	6	Int.	Nic I	PS.	I.	Sil.	1.31	38	Heli.	Cam.	CI.	3.75		93x3.72	Rod.	3
Wisconsin G	T & Buses.	6-3 5/8x5	31.5	65-2000	309	4.5	4		Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	38	Heli.	Cam.	CI.	4.00	46.0	1.63x3.09	Rod.	3
Wisconsin H, HB	T, B & Tr.	6-4°x5	38.4	67-2000	377	4 54	3, 4		Det.	6	Int.	Iron	Al.	I.	Sil-e	1 62	38	Heli.	Acex.	CI.	4.50	59.5	1.19x3.47	Rod.	3
Wisconsin W	T, Tr.	4-4 1/2x5	27.2	53-2000	267	4.2	3		Det.	4	Int.	Nic I	PS.	I.	Sil.	1 69	38	Heli.	None.	CI.	4.16		1 06x3.50	Rod.	3
Wisconsin X	T, Tr.	4-4 1/2x5	32.4	66-1000	318.1	4 25	3		Det.	4	Int.	Nic I	Iron.	I.	Sil.	1.81	38	Heli.	Acex°	CI.	4.75		1.19x3.94	Rod.	4
Wisconsin E	Tr.	6-6x7	86.4	140-1000	1187	4.0	4		Det.	2	Sep.	Iron.	Iron.	I.	Sil.	2.50	44	Heli.	None.	CI.	6.25		1 69x5 22	Rod.	4
Wisconsin K	Tr.	4-6x7	57 6	112-1300	792	4.0	3		Det.	4	Sep.	Iron.	Iron.	I.	Sil.	2 50	44	Heli.	None.	CI.	6.25		1 69x5.22	Rod.	4
Wisconsin GT	Tractors.	6-3 3/4x5	33.7	69-2000	331	4.5	4		Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	38	Heli.	None.	CI.	3.90	50.0	1.63x3.09	Rod.	3
Wisconsin C	Trucks.	4-3 3/4x5	22.5	38-2000	221	4.17	3		Det.	4	Int.	Nic I	PS.	L.	Sil.	1.53	26	Heli.	Idler.	CI.	4.47		1.06x3.22		3
Wisconsin B-2, B-3	Tractors.	4-5 1/4x6 1/2	44.1	91-1400	563	4.08	3		Det.	4	Sep.	Iron.	Iron.	I.	Sil.	2.25	43	Heli.	None.	CI.	5.95		1.50x4.50	Rod.	4
Wisconsin N	Trucks.	6-3 1/2x4 1/4	29 4	55-2500	245	4.6	3		Det.	6	Int.	Iron.	PS.	I.	Sil-e	1 50	37	Heli.	Cam.	CI.	4.00	32 0	1.00x3.12	Pist.	3
Yellow-Sleeve Y	Buses	6-4 1/4x5 1/2	43.35	108-2100	468.0	5 4	3		Det.	6	Sep.	Al.	Al.	Sl.	None	No	No	Chain	None.	Al.	5.00	60.9	1.25x3.71	Flo.	
Yellow-Sleeve YZ	Buses	6-4 1/4x5 1/2	43.35	108-2100	468.0	5.4	3		Det.	6	Sep.	Al.	Al.	Sl.	None	No	No.	Chain.	None.	Al.	5.00	60.9	1.25x3.71	Flo.	5

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
Cent—Centrifugal.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
Crac—Crankshaft and Accessories.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.
I—Both valves in head.

ENGINES—Continued



CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)										Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?				Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)				Width	Height	Length		
Car	9 13	51	Car	None	No	2.25x1.50	7	2.63x1.75	2.63x2.75	abe	Gear	Pump	Cent	Opt	Own	Opt	1000			20 11/32	28 1/32	42 1/16	1,2,3	Hercules WXC-2
Car	9.62	55	Car	None	No	2.50x1.75	7	3.00x2.00	3.00x3.00	abe	Gear	Pump	Cent	Opt	Own	Opt	1100		Yes	21 5/8	27 11/32	44 1/16	1, 2, 3	Hercules YXA
Car	9.62	55	Ca	None	No	2.50x1.75	7	3.00x2.00	3.00x3.00	abe	Gear	Pump	Cent	Opt	Own	Opt	1100		Yes	21 5/8	27 1/4	44 1/16	1, 2, 3	Hercules YXB
Car	9.62	55	Car	None	No	2.50x1.75	7	3.00x2.00	3.00x3.00	abe	Gear	Pump	Cent	Opt	Own	Opt	1100		Yes	21 5/8	27 1/4	44 1/16	1, 2, 3	Hercules YXC
Car	9.63	55	Car	None	No	2.50x1.75	7	3.00x2.00	3.00x3.00	abe	Gear	Pump	Cent	Opt	Own	Opt	1100			21 5/8	27 1/4	44 1/16	1,2,3	Hercules YXC-2
Car	9.63	55	Car	None	No	2.50x1.75	7	3.00x2.00	3.00x3.00	abe	Gear	Pump	Cent	Opt	Own	Opt	1100			21 5/8	27 1/4	44 1/16	1,2,3	Hercules YXC-3
Car	15.37	268	ChN	1.00	Yes	3.00x3.50	2	3.00x5.00	3.00x5.00	abd	Gear	ThS	None	Stk	Cent	800	700		Yes				No	John Deere D
Car	15.37	192	Car	.50	Yes	3.00x2.75	2	3.00x3.25	3.00x3.25	abd	Gear	ThS	None	Stk	Cent	950	750		Yes				No	John Deere GP
Car	8 00	34	Car	None	Yes	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP	Pist	ThS	None	Stk	Cent	1800	1500		Yes	15	24	28	Opt	LeRoi K
Car	8.00	36.0	Car	None	Yes	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP	Pist	ThS	None	Opt	Cent	1600	1200		Yes	15	24	28	Opt	LeRoi 2C, CR
Car	8.00	36.0	Car	None	Yes	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP	Pist	ThS	None	Stk	Cent	1200	1100		No	18	22	22	Opt	LeRoi MR & M
AStº	12.00	100	NicS	None	Yes	3.00x3.00	7	4.00x2.50	4.00x3 50	abce	Gear	Pump	Cent	Opt	Cent	1000	950	2300	Yes	31	50	64	1	‡Lever (Powell) AF1
Car	9.00	43.0	Car	None	No	1.75x2.00	2	1.87x2.37	1.87x2.75	Splash	Pist	ThS	None	Opt	Cent	2000	1000	400	No	26 1/16	30	41 1/2	2, 3,4,5	Light H
Car	11 94	56.0	Car	None	No	2.12x1.81	5	2.12x2.69	2.12x2.69	abce	Gear	ThS	None	Opt	Opt	Opt	800	515	No	20 5/8	30 3/4	41 5/8	3	Lycoming CT
Car	11 94	56.0	Car	None	No	2.13x1.50	5	2.12x2.69	2.12x2.69	abce	Gear	Pump	Cent	NP	None	None	1100	700	No	25 3/4	26 5/8	48 1/16	3	Lycoming 4H
Car	9.00	41	Car	None	No	2.12x1.50	4	2.37x2 06	2.37x2.37	abe	Gear	Pump	Cent	NP	None	None	1000	605	No	25 3/4	29 1/2	38 5/8	3	Lycoming 4SL
Car	10.75	56	Car	None	Yes	2.50x1.62	4	2.75x2.75	2.75x2.75	abed	Gear	Pump	Cent	NP	None	None	800	745	No	25 3/4	30 1/4	44 1/16	3	Lycoming TH
Car	10.75	56	Car	None	Yes	2 50x1.62	4	2.75x2.75	2.75x2.75	abed	Gear	Pump	Cent	NP	None	None	800	745	No	25 3/4	30 1/4	44 1/16	3	Lycoming TF
Car	10.75	56	Car	None	Yes	2.50x1.62	4	2.75x2.75	2.75x2.75	abed	Gear	Pump	Cent	NP	None	None	1000	750	No	25 3/4	30 1/4	44 1/16	3	Lycoming TS
Car	11.94	57	Car	None	No	2.12x1.81	5	2.12x2.69	2.12x2.69	abcde	Gear	Pump	Cent	Opt	Opt		800		No	22 1/2	33	42 1/16	3	Lycoming CUWM
Car	9.50	38	Car	None	No	2.12x1.25	4	2.37x1.87	2.37x1.87	abce	Gear	Pump	Cent	NP	None	None	1500	510	No	22	29	34 1/16	4	Lycoming WRG
Car	9.50	38	Car	None	No	2.12x1.25	4	2.37x1.87	2.37x1.87	abce	Gear	Pump	Cent	NP	None	None	1500	510	No	22	29	34 1/16	5	Lycoming WRP
Car	9.50	38	Car	None	No	2.12x1.25	4	2.37x1.87	2.37x1.87	abce	Gear	Pump	Cent	NP	None	None	1400	510	No	22	29	34 1/16	5	Lycoming WR
Car	9.50	38	Car	None	No	2.12x1.25	5	2.37x1.87	2.37x1.87	abce	Gear	Pump	Cent	NP	None	None	2000	655	No	22	29	42 1/16	5	Lycoming GR
Car	9.00	41	Car	None	No	2.12x1.50	5	2.37x2.75	2.37x2.75	ab e	Gear	Pump	Cent	NP	NP	None	2200	700	No	25 3/4	27 1/8	48 1/16	4	Lycoming HD
Car	9.00	41	Car	None	No	2.12x1.50	5	2.37x2.75	2.37x2.75	ab	Gear	Pump	Cent	NP	NP	None	2200	700	No	25 3/4	27 1/8	48 1/16	4	Lycoming MD
Car	7.75		NicS	None	Yes	1.19x2.00	3			c	Pist			Stk	Cent	1800	1800	140	No	15 1/2	23 1/2	21 1/2	No	Mar Tan F
Dur	8.00		NicS	2.00	Yes	2.00x1.63	2	Ball	Ball	a	Pist	Pump	Gear	Opt	None	None	3000	225	Yes	13	22	22		Niagara M
Car	7.50	25.0	Car	None	No	1.44x1.75	2	1.44x2.75	1.44x2.38	a	Pist	Pump	Gear	Opt	None	None		250	Yes	11	18 3/4	37 3/4		Niagara S
Car			ASt	None	No	3.00x3.00	2	3.00x5.00	3.00x5.00	abed	Ecc	Pump	Cent	Stk	Cent	600	600	1000	Yes					‡Reliable 10-20
Dur	12.50	156	NicS	.50	No	2.50x3.25	3	2.50x3.18	2.50x4.00	abed	Gear	Pump	Cent	Opt	Cent	1200	900	950	Yes	23	38 5/8	46 5/8	3, 2	Stearns HU & H
Car	13.25	192	NicS	.50	No	2.75x3.50	3	2.87x3.43	2.87x4.48	abed	Gear	Pump	Cent	Opt	Cent	°1200	°950	1320	Yes	23	42 3/4	50	1, 2	Stearns AU, A, AR
Car	13.25	152.0	NicS	.50	No	2.75x3.50	3	2.87x3.43	2.87x4.48	abed	Gear	Pump	Cent	Opt	Cent	°1200	°950	1360	Yes	23	42 3/4	50	1, 2	Stearns DU, D, DR
Dur	12.50	112.0	NicS	.50	No	2.50x3.25	3	2.50x3.18	2.50x4.00	abed	Gear	Pump	Cent	Opt	Cent	1500	1200	900	Yes	23	38 5/8	46 5/8	2, 3	Stearns HR
Car	13.25	192	ChN	None	No	2.75x3.50	4	2.87x4.48	2.87x4.48	abde	Gear	Pump	Cent	Opt	Cent	1200	900	2120	No	25 1/2	42 1/4	70	1	Stearns DUV6
	13.25	192	ChN	None	No	2.75x3.50	4	2.87x4.48	2.87x4.48	abde	Gear	Pump	Cent	Opt	Cent	1200	950	2160	No	25 1/2	42 1/4	70	1	Stearns EUV6
Dur	13.25	152.0	NicS	None	No	2.75x3.50	4	2.87x4.48	2.87x4.48	abed	Gear	Pump	Cent	Opt	Cent	°1500	°1200	°1825	No	25 1/2	34 1/2	70	1	Stearns DRV6
Car	13.25	152	NicS	.50	No	2.75x3.50	3	2.87x3.43	2.87x4.48	abed	Gear	Pump	Cent	Opt	Cent	1200	1000	1495	Yes	23	42 3/4	50	1, 2	Stearns EU4
Car	12.00	112.0	Car	None	No	2.37x2.87	3	2.25x2.97	2.75x4.00	ab	Gear	Pump	Cent	Stk	Cent	1075	900	1150	Yes	29	42	41 1/2	2	Twin City TW
Car	14.00	248.0	Car	None	Yes	3.00x3.62	3	2.87x3.9	3.12x5.75	abf	Gear	Pump	Cent	Stk	Cent	900	600	1900	Yes	34 3/8	47 7/16	54 1/16	None	Twin City AE
Car	12.00	112.0	Car	None	No	2.38x2.87	3	2.25x2.97	2.75x4	abcef	Gear	Pump	Cent	Stk	Cent	1075	900	1250	Yes	23	36	42 3/8	1	Twin City FE
Car	10.00	96	Car	None	No	2.37x2.50	3	2.50x2.50	2.62x3.50	abce	Gear	Pump	Cent	Stk	Cent		800	1150	Yes	23 1/2	43 1/16	41 1/2	2	Twin City KE
ASt	13.25	200	ChN	None	No	2.62x3.00	5	2.75x4.00	2.75x4.25	abcd	Gear	Pump	Opt	Opt	Cent	1500	1500	1800	No	16 3/4	38 1/16	83 1/4	Yes	Van Blerck N-4
ASt	13 25		ChN	None	No	2.62x3.00	5	2.75x4.00	2.75x4.25	abede	Gear	Pump*		Opt	Cent	1500	1500	2000	No	29 3/4	38 1/16	93 1/4	Yes	Van Blerck R
Car	13.25		ChN	.50	No	2.37x3.25	3	2.37x3.25	2.50x4.00	abce	Gear	Pump	Cent	Stk	Cent			980		26	40 1/2	47 1/16	1	Waukesha GU
Car	12.25		ChN	None	No	2.75x2.50	4	3.50x2 50	3.50x3.37	abce	Gear	Pump	Cent	Opt	Cent			1250		26	41 1/4	54 1/16	2	Waukesha 6HB
Car	12 25		Car		No	2.38x2.5	3	2.38x2.5	2.5x3.25	abce	Gear	Pump	Cent	Stk	Cent			950		30 1/2	38 3/4	40 3/4	1, 2	Waukeska CR
Car	13.25		Car		No	2.38x2.75	3	2.38x2.75	2.50x3.50	abce	Gear	Pump	Cent	Stk	Cent			1100		30 1/2	40 1/2	43 1/8	1, 2	Waukesha DR
Car	13.25		Car		No	2.38x3.25	3	2.38x3.25	2.50x4.00	abce	Gear	Pump	Cent	Stk	Cent			1350		30 1/2	40 1/2	47 1/8	1, 2	Waukesha ER
Car	13.25		Car		No	2.50x2.75	3	3.00x3	3.00x3.63	abce	Gear	Pump	Cent	Stk	Cent	1000		1550		30 1/2	42	48	1	Waukesha HS
Car	10.00	57.5	Car	.25	No	2.25x2.00	3	2.25x2.00	2.37x2.75	abce	Gear	Opt	Cent	Opt	Cent			580		20 1/4	34	36 1/16	3	Waukesha V
Car	10.00		Car	.25	No	2.25x2.00	3	2.25x2.00	2.37x2.75	abce	Gear	Opt	Cent	Opt	Cent			600		20 1/2	34	36 1/16	3	Waukesha VK
Car	8.75	37.0	Car	.25	No	2.00x1.50	3	2.00x1.87	2.00x2.50	abce	Gear	ThS	None	Opt	Cent			375		17 1/8	27	32 1/4	5	Waukesha XA
Car	8.75		Car	None	No	2.12x1.50	3	2.25x1.75	2.25x2.31	abce	Gear	Opt	Cent	Opt	Cent			400					5	Waukesha XAK
Car	12.25		Car	.25	No	2.37x2.50	3	2.37x2.50	2.50x3.25	abce	Gear	Pump	Cent	Stk	Cent			950		30 1/2	38 3/4	40 3/4	1or2	Waukesha CSR
Car			Car	.25	No	2.37x2.75	3	2.37x2.75	2.50x3.50	abce	Gear	Pump	Cent	Stk	Cent			1150		30 1/2	40 1/2	43 1/8	1or2	Waukesha DKR
Car	13.25		Car		No	2.50x2.75	3	3.00x3.00	3.00x3.63	abce	Gear	Pump	Cent	Stk	Cent	1000		1575		30 1/2	42	48	1	Waukesha HL
Car	8.75		Car	None	No	2.00x1.50	4	2.37x1.75	2.37x2.37	abce	Gear	Pump	Cent					625		25 3/4	33 11/16	40 1/16	4	Waukesha 6TS
Car	8.75		Car	None	No	2.00x1.50	4	2.37x1.75	2.37x2.37	abce	Gear	Pump	Cent					625		25 3/4	33 11/16	40 1/16	4	Waukesha 6TL
Car	10.25		Car		No	2.75x1.75	7	3.00x1.81	3.00x3.00	abce	Gear	Pump	Cent	Opt	Cent			1150		26	34 1/16	46 1/16	3	Waukesha 6SRS
Car	10.25		Car		No	2.75x1.75	7	3.00x1.88	3.00x3.00	abce	Gear	Pump	Cent	Opt	Cent				No	26	34 1/16	46 1/16	3°	Waukesha 6SRL
Car	13.25		ChN	None	No	2.75x2.50	4	3.50x2.63	3.50x3.50	abce	Gear	Pump	Cent	Opt	Cent	1600	750	1300	No	26	41 1/16	54 1/16	2	Waukesha 6RB
Car	13.25		ChN		No	2.75x2.50	4	3.50x2.50	3.00x3.50	abce	Gear	Pump	Cent	Opt	Cent			1250		26	41 1/16	54 1/16	2	Waukesha 6AB
Car			Car		No	2.75x1.50	7	3.00x1.87	3.00x3.00	abce	Gear	Pump	Cent	Opt	Cent			1100		25	34 1/16	46 1/16	2, 3	Waukesha 6KS
Car			Car		No	2.75x1.50	7	3.00x1.87	3 00x3.00	abce	Gear	Pump	Cent	Opt	Cent			1125		26	34 1/16	46 1/16	2,3	Waukesha 6KU
Car	18 38		Car		No	4.00x3.75	7	4.50x5.00	4.25x5.50	abce°	Gear	Pump	Cent	Stk	Cent			7300	Yes	42	60	95 7/8	00	Waukesha 6-OS
Car	18.38		Car		No	4.00x3.75	7	4.25x5.00	4.25x5.50	abce°	Gear	Pump	Cent	Stk	Cent			7320	Yes	42	60	95 7/8	00	Waukesha 6-OL
Car	18.38		Car		No	4.00x3.75	7	4.25x5.00	4.25x5.50	abce°	Gear	Pump	Cent	Stk	Cent			7335	Yes	42	60	95 7/8	00	Waukesha 6-OK
Car	8.75		Car		No	2.00x1.50	7	2.37x1.62	2.37x2.75	abce	Gear	Pump	Cent	Opt	Cent			800		20 1/2	30 1/16	43 1/16	3	Waukesha 6XL
Car	8.75		Car		No	2.00x1.50	7	2.37x1.62	2.37x2 75	abce	Gear	Pump	Cent	Opt	Cent			825		20 1/2	30 1/16	43 1/16	3	Waukesha 6XK
Car	10.50		Car	None	No	2.00x2.00	3	1.94x2.50	2.06x3.00	abc	Gear	Pump	Cent	Opt	Opt	1800	1000	615	No	26	34	35 7/8	3	Wisconsin SU
Car	12.50	121.0	ASt	None	No	2.25x3.00	3	2.25x3.00	2.37x4.00	ab	Gear	Pump	Cent	Opt	None	None	950	890	No	23 7/8	36 1/4	48 3/4	3	Wisconsin RAU
Car	12.50	121.0	ASt	None	No	2.25x3.00	3	2.25x3.00	2.37x4.00	ab	Gear	Pump	Cent	Opt	None	None	950	900	No	23 7/8	36 1/4	48 3/4	3	Wisconsin RBU
Car	12.00	59.0	Car	None	No	2.50x1.50	3	2.50x2.34	2.50x2.75	ab	Gear	Pump	Cent	NP	None	None	900	790	No	25 3/4	36	41 1/2	3	Wisconsin Y
Car	10.50		Car	None	No	2.75x2.50	4	2.75x3.00	2.75x3.00	ab	Gear	Pump	Cent	Opt	Opt		800	950	No	21 7/8	34 1/4	52 1/16	2	Wisconsin Z
Car	8.50		Car	None	No	2.00x1.50	4	2.00x2.25	2.00x1.75	abc	Gear	Pump	Cent	NP	None	None	2500	800	No	26	32 1/2	41 1/16	3	Wisconsin F
Car	10.50	68	Car	None	No	2.50x1.75	4	2.50x2.50	2.50x3.00	ae	Gear	Pump	Cent	NP	None	None	600		No				3	Wisconsin G
Car	10.5	94.8	Car	None	No	2.75x2.00	4	2 75x2.50	2.75x3.00	abe	Gear	Pump	Cent	Stk	Cent	1575	800	1015	No	25 3/4	35 5/8	55 1/16	2	Wisconsin H, HB
Car	10.50		Car	None	No	2.37x2.00	3	2.37x2.50	2.37x3.00	ab	Gear	Pump	Cent	Opt	Opt	1800	900	640	No	26	34	35 1/16	3	Wisconsin W
Car	10.50		Car	None	No	2.75x2.50	3	2.75x3 00	2.75x3.00	abc	Gear	Pump	Cent	Opt	Opt	Cent	1400	1000	850	No	26	36	47 1/16	2	Wisconsin X
Car	14		Car	None	No	3.25x3.00	4	3 75x4 00	3 75x4.00	abed	Gear	Pump	Cent	Opt	Opt			700						Wisconsin E
Car	14		Car	None	No	3.25x3 00	3	3 25x4 00	3 25x4.00	abed	Gear	Pump	Cent	Opt	Opt		800	2050		28 1/2	49 1/16	55 1/16	0	Wisconsin K
Car	10.50	68	Car	None	No	2.50x1.75	4	2.50x2.50	2.50x3.00	ae	Gear	Pump	Cent	Stk			600		No				Spec	Wisconsin GT
Car	10½		Car	None	No	2.00x2.00	3	1.94x2.50	2 06x3.00	abc	Gear	Pump	Cent	Opt	Opt	2000	950	595	No	26	35	35 7/8	3	Wisconsin C
Car	13		Car	None	No	3.00x2 75	3	3.00x3 50	3 00x3.50	abed	Gear	Pump	Cent	Opt	Opt		800	1800		28 1/2	16 7/8	51 1/16	0	Wisconsin B-2, B-3
Car	9.00	56	Car			2.25x1.75	4	2.25x2.50	2.25x3.00	ace	Gear	Pump	Cent	Opt			800	820	No	23 3/4	31 1/2	44 1/16	3	Wisconsin N
Car	12.12	105.3	Car	None	No	2.50x2 37	7	2.75x2.28	2.75x3.25	abd	Gear	Pump	Cent	Opt	Vac	°2000	800	1000	No	°28	39 1/2	51°	2	Yellow-Sleeve Y, YZ
Car	12.12	105.3	Car	None	No	2.50x2.37	7	2.75x2.38	2.75x3.25	abd	Gear	Pump	Cent	Opt	Vac	°2000	800	1000	No	34	39 1/2	51°	No	Yellow-Sleeve YZ

Io—Valve in Head; overhead camshaft.
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
NicS—Nickel Steel.
NP—No provision.
Opt—Optional.
Pist—Piston.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silcrome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.

SpP—Splash with pressure.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.
Tun—Tungsten.

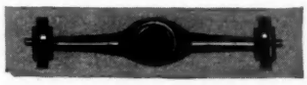
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
§—Pressure to all main crankshaft and camshaft bearings.
‡—1929 Specifications

AMERICAN STOCK

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.) First Reduction Pinion	First Reduction Gear	Final Reduction Pinion	Final Reduction Gear	GEAR RATIO First Reduction Standard	First Reduction Optional	First Reduction Optional	Final Reduction Standard	Final Reduction Optional	NOMINAL PITCH OF GEARS First Reduction	Final Reduction	FACE OF GEARS First Reduction	Final Reduction	AXLE SHAFT Diameter at Differential End (Ins.)	Diameter at Wheel End (Ins.)	Material S.A.E. No.	RANGE OF SPRING CENTERS Maximum	Minimum	Propulsion Taken by	Torque Taken by	Provision for Radius Rods?
Clark.....B320	Cars	3200	550	½F..	S B..	2320	2320	.....	.....	3.64	3.92	.....	.....	.....	4.25	.....	1.25	.....	1.5	1.75	4130	42	.....	Sp....	Sp....	No....
Clark.....B364	Trucks..	3600	550	½F..	S B..	2320	2320	.....	.....	5.1	5.66	4.25	.....	.....	4.25	.....	1.25	.....	1.63	1.97	4130	40	38½	Sp....	Sp....	No....
Clark.....B510	Trucks..	6000	650	½F..	S B..	.....	2315	.....	.....	5.66	5.1	6.38	.....	.....	3.80	.....	1.69	.....	1.75	2.56	3140	40	38½	Sp....	Sp....	No....
Clark.....B721	Trucks..	7500	1000	½F..	S B..	2512	2315	.....	.....	7.13	6.38	6.88	.....	.....	3.73	.....	1.75	.....	2.06	2.88	3140	40	38½	Sp....	Sp....	No....
Clark.....B-370	Trucks..	4000	550	FF..	S B..	2320	2320	.....	.....	5.1	5.66	6.38	.....	.....	4.25	.....	1.25	.....	1.62	1.62	3140	40	38½	Sp....	Sp....	No....
Clark.....B-610	Trucks..	6000	650	FF..	S B..	.....	2315	.....	.....	5.66	6.375	.....	.....	.....	3.80	.....	1.68	.....	1.75	1.75	3140	40	38½	Sp....	Sp....	No....
Clark.....B-611	Trucks..	6000	650	F F..	S B..	.....	2315	.....	.....	5.66	6.375	.....	.....	.....	3.80	.....	1.68	.....	1.75	1.75	3140	41	37½	Sp....	Sp....	No....
Clark.....B-640	Trucks..	6500	.....	F F..	S B..	2512	2315	.....	.....	5.66	5.1	6.38	.....	.....	3.34	.....	1.75	.....	1.93	1.93	3140	41	37½	Sp....	Sp....	No....
Clark.....B-800	Trucks..	8000	1000	F F..	S B..	2512	2315	.....	.....	6.37	7.125	5.66	.....	.....	3.34	.....	1.75	.....	2.12	2.12	3140	41	37½	Sp....	Sp....	No....
Eaton.....502, 512	Trucks..	3000	330	½F..	S B..	2512	2315	.....	.....	5.37	4.9	4.45	.....	.....	4.13	.....	1.25	.....	1.25	1.57	Mol	44	37	Sp....	Sp....	No....
Eaton.....902	Trucks..	3800	425	½F..	S B..	2512	2315	.....	.....	5.66	4.72	.....	.....	.....	4.43	.....	.....	.....	1.50	1.93	Mol	40	37	Sp....	Sp....	No....
Eaton.....1124, 1134	Trucks..	4500	340	½F..	S B..	2512	2315	2512	2512	5.28	.....	.....	15.46	.....	3.36	.....	1.37	.....	1.50	1.93	Mol	40	37	Sp....	Sp....	No....
Eaton Harv.....1144	Trucks..	4500	490	½F..	S B..	2512	2315	2512	2512	5.28	.....	.....	15.46	.....	3.36	.....	1.37	.....	1.62	1.93	Mol	40	37	Sp....	Sp....	No....
Eaton.....1002, 1012	Trucks..	5000	460	½F..	S B..	2512	2315	.....	.....	5.33	6.12	6.37	.....	.....	4.00	.....	1.25	.....	1.50	1.97	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1502, 1512	Trucks..	6000	675	½F..	S B..	2512	2315	.....	.....	5.66	5.33	6.62	.....	.....	3.92	.....	1.37	.....	1.62	2.16	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1504	T & Bu..	7200	675	½F..	S B..	2512	2315	.....	.....	6.37	5.33	6.62	.....	.....	3.92	.....	1.37	.....	1.62	2.5	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1506, 1516	T & Bu..	7200	675	½F..	S B..	2512	2315	.....	.....	5.11	6.37	5.66	.....	.....	3.54	.....	1.37	.....	1.62	2.5	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1517	T & Bu..	7200	675	½F..	S B..	2512	2315	.....	.....	5.11	6.37	5.66	.....	.....	3.54	.....	1.37	.....	1.62	2.5	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1518	Trucks..	7200	900	½F..	S B..	2512	2315	.....	.....	6.5	.....	.....	.....	.....	2.94	.....	1.75	.....	1.62	2.5	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1606–1616	Trucks..	7200	675	½F..	S B..	2512	2315	.....	.....	5.62	5.11	6.42	.....	.....	3.40	.....	1.50	.....	1.75	2.5	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1617	Trucks..	7200	675	½F..	S B..	2512	2315	.....	.....	5.62	5.11	6.42	.....	.....	3.40	.....	1.50	.....	1.75	2.5	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1712	T & Bu..	9000	1350	½F..	S B..	2512	2315	.....	.....	6.5	6.14	5.62	.....	.....	2.73	.....	1.75	.....	1.97	2.75	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1716	Trucks..	9000	1350	½F..	S B..	2512	2315	.....	.....	6.57	6.14	7.16	.....	.....	3.29	.....	1.75	.....	1.97	2.75	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....1717	Trucks..	9000	1350	½F..	S B..	2512	2315	.....	.....	6.57	6.14	7.16	.....	.....	3.29	.....	1.75	.....	1.97	2.75	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....2004	Buses..	10000	1000	½F..	S B..	2512	2315	.....	.....	5.5	6.12	5.11	.....	.....	2.93	.....	1.75	.....	1.97	2.76	Mol	39¼	.....	Sp....	Sp....	No....
Eaton.....2002, 2012	Trucks..	10000	1000	½F..	S B..	2512	2315	.....	.....	6.87	7.57	6.12	.....	.....	3.67	.....	1.75	.....	1.97	2.76	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....2112	T & Bu..	12000	1350	½F..	S B..	2512	2315	.....	.....	6.43	7.16	5.62	.....	.....	3.00	.....	1.87	.....	1.97	3.00	Mol	40	Var..	Sp....	Sp....	No....
Eaton.....2250	Trucks..	8000	1000	F F..	S B..	2315	2315	.....	.....	5.5	7.57	6.87	.....	.....	2.93	.....	1.75	.....	1.75	1.75	Mol	41	37	Sp....	Sp....	No....
Eaton.....2252	T & Bu..	8000	1000	F F..	S B..	2315	2315	.....	.....	5.5	7.57	6.87	.....	.....	2.93	.....	1.75	.....	1.75	1.75	Mol	40	37	Sp....	Sp....	No....
Eaton.....2254	Trucks..	8000	1000	F F..	S B..	2315	2315	.....	.....	5.5	7.57	6.87	.....	.....	2.93	.....	1.75	.....	1.75	1.75	Mol	42	38	Sp....	Sp....	No....
Eaton.....40,000	T & Bu..	11000	1300	F F..	D R..	2512	2315	2512	2315	2.39	1.93	.....	7.5	6.09	3.35	4–6	1.62	3.00	1.97	1.97	Mol	45½	Var..	Sp....	Sp....	No....
Eaton.....41,000	Trucks..	11000	1300	F F..	D R..	2512	2315	2512	2315	2.39	2.80	.....	7.5	8.85	3.35	4–6	1.62	3.00	1.97	1.97	Mol	42	Var..	Sp....	Sp....	No....
Eaton Harv.....54R	Trucks..	13000	1700	F F..	D R..	2512	2512	2512	2315	2.23	2.64	.....	8.4	9.94	3.13	4–5	1.75	3.25	2.12	....	Mol	41¾	Var..	Sp....	Sp....	No....
Eaton Harv.....58R	Trucks..	13000	2000	F F..	D R..	2512	2512	2512	2315	2.23	2.64	.....	8.4	9.94	3.13	4–5	1.75	3.25	2.12	....	Mol	41¾	Var..	Sp....	Sp....	No....
Eaton.....62,000	T & Bu..	15000	2000	F F..	D R..	2512	2315	2512	2315	1.90	.....	.....	4.08	5.66	3.64	4–5	1.75	3.50	2.25	2.25	Mol	50	Var..	Sp....	Sp....	No....
Eaton.....65,000	T & Bu..	15000	2000	F F..	D R..	2512	2315	2512	2315	3.08	2.64	.....	10.48	8.4	3.36	4–5	1.75	3.50	2.25	2.25	Mol.	44¼	Var..	Sp....	Sp....	No....
Eaton.....65,041	T & Bu..	15000	2000	F F..	D R..	2512	2315	2512	2315	2.46	3.08	.....	10.48	8.4	3.36	4–5	1.75	3.25	2.25	2.25	Mol	44½	Var..	Sp....	Sp....	No....
Eaton.....74R	Trucks..	18000	2060	F F..	D R..	2512	2512	2512	2315	2.75	2.06	.....	10.45	7.85	3	4–5	1.87	4.00	2.50	....	Mol	44¼	Var..	Sp....	Sp....	No....
Eaton.....78R	Trucks..	18000	2800	F F..	D R..	2512	2512	2512	2315	2.75	2.06	.....	10.45	7.85	3	4–5	1.87	4.00	2.50	2.50	Mol	44¼	Var..	Sp....	Sp....	No....
Eaton.....100,001	Trucks..	20000	400	F F..	IG..	2315	2512	2512	2315	3.08	.....	.....	10.34	.....	3.08	4–5	1.87	4.00	2.69	2.69	Mol	46	Var..	Sp....	Sp....	No....
Eaton (Torb).....7502	Trucks..	2700	560	F F..	IG..	2315	2315	2315	1050	1.83	1.57	.....	6.3	5.38	5.00	5½–7	.87	1.00	1.00	1.19	3140	40¼	37½	Sp....	Sp....	No....
Eaton (Torb).....10,000	Trucks..	4200	680	F F..	IG..	2315	2315	2315	1050	2.00	1.79	.....	8.0	7.15	4.50	5½–7	1.00	1.12	1.12	1.19	3140	39¼	37½	Sp....	Sp....	No....
Eaton (Torb).....15,000	Trucks..	6000	840	F F..	IG..	2315	2315	2315	1050	1.89	1.52	.....	7.56	6.08	4.50	5–6	1.25	1.25	1.25	1.37	3140	40	36½	Sp....	Sp....	No....
Eaton (Torb).....25,000	Trucks..	8000	1330	F F..	IG..	2315	2315	2315	1050	1.95	1.70	.....	8.4	7.3	4.50	4½–5	1.31	1.62	1.25	1.56	3140	40¼	36⅜	Sp....	Sp....	No....
Eaton (Torb).....E-4	Trucks..	15000	.....	F F..	IG..	2315	2315	2315	1050	2.11	1.84	.....	10.2	.....	4.00	4–5	1.37	1.81	1.50	1.97	3140	44	39	Sp....	Sp....	No....
Timken.....63120	Trucks..	†9000	Var..	F F..	Wo..	3115	Bro.	None..	None..	5.25	6.50	7.67	.....	.....	Spec	.....	Spec	.....	1 75	1.63	3240	39	.....	Sp....	Sp....	Opt...
Timken.....63100	Trucks..	†9000	Var..	F F..	Wo..	3115	Bro.	None..	None..	5.25	6.50	7.67	.....	.....	Spec	.....	Spec	.....	1.75	1.63	3240	39	.....	Sp....	Sp....	Opt...
Timken.....63703, 63702	Trucks..	†9000	Var..	F F..	Wo..	3115	Bro.	None..	None..	5.25	6.50	7.67	.....	.....	Spec	.....	Spec	.....	1.75	1.63	3240	39	.....	Sp....	Sp....	Opt...
Timken.....63720, 63721	Trucks..	†9000	Var..	F F..	Wo..	3115	Bro.	None..	None..	5.25	6.50	7.67	.....	.....	Spec	.....	Spec	.....	1.75	1.63	3240	39	.....	Sp....	.....	Opt...
Timken.....65706	Trucks..	†14000	Var..	F F..	Wo..	3115	Bro.	None..	None..	6.00	7.25	9.33	.....	.....	Spec	.....	Spec	.....	2 25	2.00	3240	39	.....	Sp....	Sp....	Opt...
Timken.....68702	Trucks..	†25000	Var..	F F..	Wo..	3115	Bro.	None..	None..	8.75	10.00	11.67	.....	.....	Spec	.....	Spec	.....	2.69	2.31	3240	43¾	.....	Sp....	Sp....	Opt...
Timken.....54000	Trucks..	†7000	Var..	F F..	S B..	4615	4615	None.	None..	5.83	4.85	6.80	.....	.....	12.6	.....	1.69	.....	1.75	1.63	3240	39	.....	Sp....	Sp....	Opt...
Timken.....52000	Trucks..	†5000	Var..	F F..	S B..	4615	4615	None.	None..	5.83	6.80	4.85	.....	.....	11.5	.....	1.37	.....	1.63	1.50	3240	39	.....	Sp....	Sp....	No....
Timken.....56000	Trucks..	†7000	Var..	F F..	S B..	4615	4615	None.	None..	6.17	5.28	7.40	.....	.....	14.0	.....	2.13	.....	1.88	1.75	3240	39	.....	Sp....	Sp....	Opt...
Timken.....65001	Trucks..	†11000	Var..	F F..	Wo..	3115	Bro.	None..	None..	7.75	6.00	9.33	.....	.....	Spec	.....	Spec	.....	1.94	1.81	4145	39	.....	Sp....	Sp....	Opt...
Timken.....66704	Trucks..	†17500	.....	.....	Wo..	3115	Bro.	None..	None..	6.20	3.90	10.33	.....	.....	Spec	.....	Spec	.....	2.00	2.25	3240	43¾	39	Sp....	Sp....	Yes...
Timken.....65704	Trucks..	†14000	Var..	F F..	Wo..	3115	Bro.	None..	None..	6.00	7.25	9.33	.....	.....	Spec	.....	Spec	.....	2.75	2.00	3240	39	.....	Sp....	Sp....	Opt...
Timken.....68700	Trucks..	†25000	Var..	F F..	Wo..	3115	Bro.	None..	None..	8.75	10.00	11.67	.....	.....	Spec	.....	Spec	.....	2.69	2.31	3240	46	.....	Sp....	Sp....	Opt...
Timken.....66702	Trucks..	†17500	Var..	F F..	Wo..	3115	Bro.	None	None..	6.20	8.67	10.33	.....	.....	Spec	.....	Spec	.....	2.25	2.00	3240	43¾	.....	Sp....	Sp....	Opt...
Timken.....58000	Trucks..	†11000	Var..	F F..	S B..	4615	4615	None.	None..	6.17	5.57	7.80	.....	.....	16	.....	2.6	.....	2.00	1.81	3240	39	.....	Sp....	Sp....	Opt...
Timken.....66700	Trucks..	.....	Var..	F F..	Wo..	3115	Bro.	None..	None..	6.20	8.67	10.33	.....	.....	Spec	.....	Spec	.....	2.25	2.00	3240	43¾	.....	Sp....	Sp....	Opt...
Timken.....65221	Buses..	†14000	Var..	F F..	Wo..	3115	Bro.	None.	None..	6.00	5.20	8.00	.....	.....	Spec	.....	Spec	.....	1.90	1.90	3240	43½	.....	Sp....	.....	Opt...
Timken.....6012	Cars	.....	Var..	½F..	Wo..	3115	Bro.	None..	None..	5.25	4.75	5.50	.....	.....	Spec	.....	Spec	.....	.....	.....	3240	41	39	Sp....	Sp....	No....
Wisconsin.....820-G-H	Trucks..	°5500	Var..	½F..	Wo..	Spec	Bro	None	None	7.70	6.2	5.20	None	None	Spec	None	Spec	None	1.87	2.56	3140	40	38	Sp....	Sp....	No....
Wisconsin.....8200	Trucks..	7300	Var..	F F..	Wo..	Sper	Bro.	None.	None.	5.6	6.2	7.2	None.	None.	..	None.	..	None	1.87	1.87	3140	40	38	Sp....	Sp....	.....
Wisconsin.....8300	Trucks..	10 100	Var..	F F..	Wo..	Spec	Spec	None	None	7.75	8.66	9.66	None	None	Spec	None	Spec	None	2.00	2.00	....	40	38	Sp....	Sp....	No....
Wisconsin.....9000-T	Trucks..	11000	Var..	F F..	Wo..	Spec	Spec	None..	None.	8.67	9.67	7.75	None	None	...	.....	.....	.....	2.00	2.00	3140	41	38½	Sp....	Sp....	No....
Wisconsin.....910-EF-DF	Trucks	14000	Var..	F F..	Wo..	Spec	Spec	None	None..	9 0	10.0	11.67	None	None	.....	.....	.....	.....	2.25	2.25	3140	44½	38½	Sp....	Sp	No....
Wisconsin.....1000F	Trucks	18000	Var..	F F..	Wo..	Spec	Spec	None	None	10.3	11.75	None	None	None	Spec	None	Spec	None	2.75	2 75	3140	48	40¾	Sp....	Sp....	No....
Wisconsin.....4626-L	Trucks..	8000	Var..	F F..	D R..	2512	2512	2512	Spec.	2.3	2.00	None..	5.00	7.25	3.00	4–5	1.6	2.0	1.87	2.00	3140	40	36	Sp....	Sp....	No....
Wisconsin.....4610	T & Bu..	8000	Var..	F F....	D R..	2512	2512	2512	Spec.	2.3	.....	.....	5.5	6	3	4–5	1.6	2.00	1.87	1.87	3140	40	36	Sp....	Sp....	.....
Wisconsin.....4657	T & Bu	8000	Var.	F F..	D R..	2512	2512	2512	Spec.	2.3	2.00	None..	5.0	7.25	3.00	4–5	1.6	2.00	1.87	2.00	3140	40	36	Sp....	Sp....	No....
Wisconsin.....6600B-6600	T & Bu.	9000	Var..	F F..	D R..	2512	2315	2512	Spec.	2.30	2.00	None	7.10	9.20	2.75	4.50	1.6	1.75	2.00	2.00	3140	40	38	Sp....	Sp	No....
Wisconsin.....6617B	T & Bu.	9000	Var..	F F..	D R..	2512	2512	2512	Spec.	2.3	2.0	.....	5 3	8.3	2.75	4 5	1 6	2.00	2.00	2.00	3140	40	38	Sp....	Sp	.....
Wisconsin.8817A-8817-B	T & Bu..	11000	Var..	F F..	D R..	2512	2315	2512	Spec.	2.30	2.00	None	8.66	9.40	2.75	4.50	1.6	2 25	2.00	2.00	3240	41	38½	Sp....	Sp	No....
Wisconsin..69010-69310	Buses....	11000	Var..	F F..	D R..	2512	2315	2512	Spec.	2.30	2.00	1.75	4.42	7.00	2.75	4–5	1.6	2.25	2.00	2.00	3240	43	38	Sp....	Sp	No....
Wisconsin..69410-69510	Buses....	11000	Var..	F F..	D R..	2512	2315	2512	Spec.	2.30	2.09	1.75	5.30 4.40	7.00	2.75	4–5	1.6	2.25	2 00	2.00	3240	50	46	Sp....	Sp	.....
Wisconsin.....1251-K	T & Bu.	13500	Var..	F F....	D R..	2512	2512	2512	Spec.	2.4	2 00	.....	5.30 8	5	2.75	4–5	2	2.75	2.25	2.25	3240	44	39	Sp....	Sp....	.....
Wisconsin.....1261-K	T & Bu..	13500	Var..	F F..	D R..	2512	2512	2512	Spec.	2.40	2.00	None	8.0	5	2.75	4–5	2.00	2.75	2.25	2.25	3240	50⅝	45	Sp....	Sp	No....
Wisconsin....1400, 1450	Trucks..	13500	Var..	F F..	D R.	2512	2512	2512	Spec.	2.40	.....	.....	9.0	8	2.75	3–4	2	2.75	2.25	2.25	3240	44½	38½	Sp....	Sp....	.....
Wisconsin.....1700	Trucks..	18000	Var..	F F..	D R..	2512	2512	2512	Spec.	2.40	2.00	.....	10.00	9.00	2.75	3–4	2.25	2.75	2.75	2.75	3240	46	40¾	Sp....	Sp	No....
Wisconsin.....1750	Trucks..	18000	Var..	F F....	D R..	2512	2512	2512	Spec.	2.4	1.91	.....	10.00	6.6	2.75	3–4	2.25	3 00	2.75	2.75	3240	48	40¾	Sp	Sp	...
Wisconsin.....20,000	Trucks..	22000	Var..	F F..	D R..	2512	2512	2512	Spec.	2.27	.....	.....	11.13	8.9	2.5	3–4	2.3	3.00	2.69	2.69	3240	46	44	Sp....	Sp....	Opt...
Wisconsin.....12527KW	T & Bu..	13500	Var..	F F..	D R..	2512	2512	2512	Spec.	2.4	2.00	.....	9.4	5.4	2.75	4–5	2.00	2.75	2.25	2.25	3240	43	39	Sp....	Sp....	Opt...
Wisconsin.....8517W	Trucks..	13500	Var..	F F..	Wo..	2315	Bro.	None..	None..	7.75	.....	9.67	.....	.....	Spec	.....	.....	.....	2.25	2.25	3240	43¾	.....	TA....	TA....	Yes...
Wisconsin.1500-B-1550B	Trucks..	15500	Var..	F F..	D R..	2512	2512	2512	Spec.	2.4	.....	.....	10.08	8.18	2.75	.75	2.0	2.75	2.50	2.50	3240	44	38	Sp....	Sp....	Yes...
Wisconsin...7500F-7500	Trucks..	11000	Var..	F F..	Wo..	2315	NcA	.....	.....	6.25	8.25	8.25	.....	.....	.....	.....	.....	.....	1.88	1.88	3240	43¾	.....	TA....	TA....	Yes...
Wisconsin.....1527KH	T & Bu.	15500	Var..	F F..	D R.	2512	2512	2512	Spec.	2.4	2.0	.....	7.2	8.9	2.75	2.2	2.2	2.75	2.5	2.5	3240	43	39	Sp....	Sp....	Yes...
Wisconsin..9610-9610F	Trucks..	15000	Var..	F F..	Wo..	2315	NcA	.....	.....	9.00	10.25	10.25	.....	.....	.....	.....	.....	.....	2.25	52.5	3240	46	.....	TA....	TA....	Yes...

ABBREVIATIONS:
†—Maximum Permissable Load on Pneumatic Tires at the road
°—Others Also
*—1929 Specifications
A A—Above Axle
B—Bevel
B A—Below Axle
B-L—Brown-Lipe
B-L-C—Brown-Lipe-Chapin
B-R—Ball and Roller
Bro—Bronze
Bu—Buses
C—Cars
CS—Cast Steel
D R—Double Reduction
Ext Ds—External Driveshaft
Ext Rw—External Rear Wheels
Fair—Fairfield
F F—Full Floating
½ F—Semi-Floating
¾ F—Three-quarter Floating
H B—Helical Bevel

REAR AXLES



Designed for Hotchkiss Drive?	Location of Spring Pads	DIFFERENTIAL: Make	DIFFERENTIAL: Type	DIFFERENTIAL: Number of Pinions	SERVICE BRAKE: Type and Location	SERVICE BRAKE: Diameter of Drum (Ins.)	SERVICE BRAKE: Lining: Width (Ins.)	SERVICE BRAKE: Lining: Thickness (Ins.)	EMERGENCY BRAKE: Type and Location	EMERGENCY BRAKE: Diameter of Drum (Ins.)	EMERGENCY BRAKE: Lining: Width (Ins.)	EMERGENCY BRAKE: Lining: Thickness (Ins.)	Location of Brake Shaft Arms	BEARINGS: First Reduction Pinion	BEARINGS: Final Reduction Pinion	BEARINGS: At Differential	BEARINGS: At Wheels	BEARINGS: On Pinion Shaft	Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
Yes	B A	Frost	B	4	Int.Rw	15	1.75	1/2					I F	Ball		Roller	Roller	Ball	Ma I	8 1/2-30	57 1/2	242	Oil	Clark B320
Yes	Opt	Frost	B	4	Int-Rw	15	2	1/2					I F	Ball		Roller	Roller	Ball	Steel	8 1/2-30	57	250	Oil	Clark B364
Yes	Opt	B-L-C	B	4	Int-Rw	16	2.25	1/2					I F	Ball		Roller	Roller	Ball	Steel	8 1/2-32	60 1/2	360	Oil	Clark B510
Yes	Opt	Fair	B	4	Int-Rw	16	3.5	1/4					I F	Ball		Roller	Roller	Ball	Steel	8 11-34	61 1/2	532	Oil	Clark B721
Yes	Opt	Frost	B	2	Int-Rw	15	2	1/2					I F	Ball		Roller	Roller	Ball	Steel	8 1/2-30	64 3/4	287	Oil	Clark B-370
Yes	Opt	B-L-C	B	4	Int-Rw	16	2 1/4	1/2					I F	Ball		Roller	Roller	Ball	Steel	8 3/4-32	64 3/4	376	Oil	Clark B-610
Yes	Opt	B-L-C	B		Int-Rw	16	3	1/4					I F	Roll		Roller	Roller	Roller	Steel	8 3/4-32	63 1/2	412	Oil	Clark B-611
Yes	Opt	Fair	B	4	Int-Rw	16	3 1/2	1/4					I F	Roll		Roller	Roller	Roller	Steel	7 11-32	66 3/4	490	Oil	Clark B-640
Yes	Opt	Fair	B	4	Int-Rw	17 1/4	4	1/4					I F	Roll		Roller	Roller	Roller	Steel	7 11-32	72 3/8	539	Oil	Clark B-800
Yes	Opt	B.L	B	2	Int-Rw	13 3/8	2	1/2	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	9 1/2-32	56	236	Oil	Eaton 502, 512
Yes	Opt	Opt	B	2	Int-Rw	15 11/16	2 1/2	1/2	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	9 1/2-32	56	387	Oil	Eaton 902
Yes	Opt	Frost	B	4	Int-Rw	13 3/8	2 1/2	1/2	None	No	No	No	I F	Roller	None	Roller	Roller	Ball	Ma I	9 1/2-32	56	343	Oil	Eaton 1124, 1134
Yes	Opt	Own	B	2	Int-Rw	13 3/8	2 1/2	1/2	None	No	No	No	I F	Roller	None	Roller	Roller	Ball	Ma I	9 1/2-32	56	350	Oil	Eaton Harv 1144
Yes	Opt	B.L	B	4	Int-Rw	15 11/16	2 1/4	1/2	Int-Rw	15 11/16	2 1/4	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32	57 1/2	400	Oil	Eaton 1002, 1012
Yes	Opt	B.L	B	4	Int-Rw	15 11/16	2 1/4	1/2	In-Rw	15 11/16	2 1/4	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32	60 1/2	434	Oil	Eaton 1502, 1512
Yes	Opt	B.L	B	4	Int-Rw	15 11/16	2 1/4	1/2	None	15 11/16	2 1/4	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32	61 1/2	460	Oil	Eaton 1504
Yes	B.A	B.L	B	4	Int-Rw	15 3/4	2 1/2	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32	61 1/2	425	Oil	Eaton 1506, 1516
Yes	B.A	B.L	B	4	Int-Rw	16	2 1/4	1/4	No..ne	No	No	No	O F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32	57 1/4		Oil	Eaton 1517
Yes	AA	Own	B	2	Int-Rw	16	2 1/2	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32			Oil	Eaton 1518
Yes	Opt	B.L	B	4	Int-Rw	16 1/8	2 1/2	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32		373	Oil	Eaton 1606-1616
Yes	AA	B.L	B	4	Int-Rw	16	2 1/4	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32	65 1/2		Oil	Eaton 1617
Yes	AA	Own	B	4	Int-Rw	17	3	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 11-34	57 3/8		Oil	Eaton 1712
Yes	Opt	Own	B	4	Int-Rw	17 1/4	3	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 11-34	57 3/8	456	Oil	Eaton 1716
Yes	AA	Own	B	4	Int-Rw	17 1/8	3	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 11-34	64		Oil	Eaton 1717
Yes	B.A	Fair	B	4	Int-Rw	17 1/4	3	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	9-34	59 5/8	797	Oil	Eaton 2004
Yes	Opt	Opt	B	4	Int-Rw	16 1/8	3	1/4	Int-Rw	16 7/8	2	1/4	I F	Ball	None	Roller	Roller	Ball	Ma I	9-34	67 3/4	621	Oil	Eaton 2002, 2012
Yes	AA	Own	B	4	Int-Rw	17	4	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	10-36	57 3/8		Oil	Eaton 2112
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	3 1/2	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 11-34	57 3/8	529	Oil	Eaton 2250
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	4 1/2	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 11-34	57 3/8	689	Oil	Eaton 2252
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	3	1/4	Int-Rw	16 7/8	2	1/4	I F	Ball	None	Roller	Roller	Ball	Ma I	8 11-34	64 3/4	760	Oil	Eaton 2254
Yes	Opt	Frost	B	4	Int-Rw	16 7/8	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	10 5/8-34	66 1/4		Oil	Eaton 40,000
Yes	Opt	Frost	B	4	Int-Rw	16 7/8	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	10 5/8-34	64 1/2	728	Oil	Eaton 41,000
Yes	Opt	Frost	B	4	Int-Rw	16 7/8	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 11-36	61 1/4	828	Oil	Eaton Harv 54R
Yes	Opt	Frost	B	4	Int-Rw	17	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 11-36	73 1/4		Oil	Eaton Harv 58R
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 11-36	73 3/8	865	Oil	Eaton 62,000
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 11-36	66 3/8	965	Oil	Eaton 65,000
Yes	Opt	Frost	B	4	Int-Rw	16 7/8	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 11-36	73 3/8	1120	Oil	Eaton 65,041
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	8 1/2-38	67 3/8	1144	Oil	Eaton 74R
Yes	Opt	Frost	B	4	Int-Rw	17	6	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	8 1/2-38	77		Oil	Eaton 78R
Yes	Opt	Frost	B	4	Int-Rw	24	4 1/2	1/4	None	No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I	10-38	70	1563	Oil	Eaton 100,001
Yes	AA	Frost	B	4	Int-Rw	14	2 1/2	1/2	Int-Rw	13 5/8	2	1/2	I F	Roller	Roller	Roller	Roller	Roller	1040	11 1/16-32	56	218	Oil	Eaton (Torb) 7502
Yes	AA	Frost	B	4	Int-Rw	15	2 1/2	1/2	Int-Rw	14 5/8	2 1/4	1/2	I F	Roller	Roller	Roller	Roller	Roller	1040	12 1/16-34	56	385	Oil	Eaton (Torb) 10,000
Yes	AA	Frost	B	4	Int-Rw	18	2 1/2	1/4	Int-Rw	18	1 3/4	1/4	I F	Roller	Roller	Roller	Roller	Roller	1040	12 3/16-36	57 5/8	515	Oil	Eaton (Torb) 15,000
Yes	AA	Frost	B	4	Int-Rw	20	2 1/2	1/4	Int-Rw	20	1 3/4	1/4	I F	Roller	Roller	Roller	Roller	Roller	1040	12-36	60 1/2		Oil	Eaton (Torb) 25,000
Yes	AA	Frost	B	4	Int-Rw	19	3 1/2	1/16	Ext-Ds	10	4 1/2	1/16	I F	Roller	Roller	Roller	Roller	Roller	1040	12 3/16-36	67 11/16	1053	Oil	Eaton (Torb) E-4
Opt	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	Ma I		61 1/2		Spec	Timken 63120
Opt	Opt	Timken		4	Opt				None				I F	Roller		Roller	Roller	Roller	Ma I		65 1/2		Spec	Timken 63100
Opt	Opt	Timken	B	4	Opt				Int-Rw				I F	Roller		Roller	Roller	Roller	Ma I		65 1/2		Spec	Timken 63703, 63702
Opt	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	Ma I		61 1/2		Spec	Timken 63720, 63721
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		65 1/2		Spec	Timken 65706
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		74 1/4		Spec	Timken 68702
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	Ma I		60 1/2		Spec	Timken 54000
Yes	Opt	Timken	B	4	Int-Rw				None				I F	Roller		Roller	Roller	Roller	Ma I		58		Spec	Timken 52000
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	Ma I		62 3/4		Spec	Timken 56000
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	Ma I		66		Spec	Timken 65001
Yes	AA	Own	B	4	Int-Rw	17 1/4			Opt-Ps	14 1/2			I F	Roller		Roller	Roller	Roller	Ma I		71 1/2		Spec	Timken 66704
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		63		Spec	Timken 65704
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		69 1/2		Spec	Timken 68700
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		71		Spec	Timken 66702
Opt	Opt	Timken	B	4	Opt				Int-Rw				I F	Roller		Roller	Roller	Roller	Ma I		66		Spec	Timken 58000
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		65 3/4		Spec	Timken 66700
Opt	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	1010		74 1/4		Spec	Timken 65221
Yes	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	1010		58 1/2		Spec	Timken 6012
Yes		Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F		None	Ball	Roller	B-R	Ma I	11 -36	57 1/2	°600	Oil	Wisconsin 820-G-H
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	B-R	None	Ball	Roller	B-R	Ma I	11 -36	57 1/2	625	Oil	Wisconsin 8200
Yes		Own	B	4	Int-Rw	17	3	1/4	Int-Rw	12 1/4	2 1/2	1/2	I F		None	Ball	Roller	B-R	Ma I	10 1/2-36	58	690	Oil	Wisconsin 8300
Yes		Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 5/8	2 1/2	1/2	I F	Ball	None	Ball	Roller	B-R	Ma I	12 -40	59 1/2	850	Oil	Wisconsin 9000T
Yes		Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 5/8	2 1/2	1/2	I F	Ball	None	Ball	Roller	B-R	Ma I	12 -40	60-64	1000	Oil	Wisconsin 910-DF-EF
Yes	A A	Own		4	Int-Rw	24	3 1/2	1/2	Int-Rw	18 1/2	3 1/2	1/2	I F	Ball		Ball			Ma I	11 -42	70	1400	Oil	Wisconsin 1000F
Yes	Opt	Own	B	4	Int-Rw	16	3 1/2	1/4						Ball	Roller	Ball	Roller	Ball	Ma I	11-36	61	600	Oil	Wisconsin 4626-L
Yes		Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	11 -36	57 1/2	525	Oil	Wisconsin 4610
Yes	Opt	Own	B		Int-Rw	17	5	1/4	Int-Rw	12 1/4	2 1/2	1/4	I F	Ball	Roller	Ball	Roller	Ball	Ma I	11-36	63	700	Oil	Wisconsin 4657
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57 5/8	660	Oil	Wisconsin 6600-B6600
Yes	Opt	Own	B	4	Int-Rw	17	5	1/4	Int-Rw	12 1/4	2 1/2	1/4	I F	Ball	Ball	Ball	Roller	Ball	Ma I	11 -36	58	600	Oil	Wisconsin 6617B
Yes	A A	Own	B	4	Int-Rw	17	5	1/4	Int-Rw	12 1/4	2 1/2	1/4	I F	Ball	Ball	Ball	Roller	Ball	Ma I	12 -40	60 1/2	900	Oil	Wisconsin 8817A-8817-B
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57 1/2 76	750	Oil	Wisconsin 69010, 69310
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	71 3/4 68	820	Oil	Wisconsin 69410, 69510
Yes		Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	3	1/2	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 -34	68	1100	Oil	Wisconsin 1251-K
Yes	Opt	Own	B	4	Int-Rw	20	4 1/2	1/4	Int-Rw	15 5/8	3	1/2	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 -34	76	1200	Oil	Wisconsin 1261-K
Yes	A A	Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 5/8	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12 -40	60-64	1000	Oil	Wisconsin 1400, 1450
Yes		Own	B	4	Int-Rw	20	4 1/2	1/4	Int-Rw	15 5/8	3	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	11 -42	71	1450	Oil	Wisconsin 1700
Yes	A A	Own	B	4	Int-Rw	23	4	1/4	Int-Rw	18 1/2	3 1/2	1/2	I F	Ball	Ball	Ball	Roller	Ball	Ma I	11 -42	71	1450	Oil	Wisconsin 1750
Yes	Opt	Own	B	4	Int-Rw	24	4	1/4	Int-Rw	24	4	1/4	I F	Roller	Roller	Roller	Roller	Roller	1010	10-40	69 1/2	1750	Oil	Wisconsin 20,000
Yes	Opt	Own	B	4	Int-Rw	17 1/4	5	3/4					I F	Ball	Ball	Ball	Roller	Ball	Ma. I	10-36	69	1250	Oil	Wisconsin 12527KW
No	BA	Own	B	4	Int-Rw	17 1/4	5	3/4					I F	B-R	Ball	Ball	Roller	B-R	Ma. I	11-36	75	1050	Oil	Wisconsin 8517W
Yes	A A	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/16	I F	Ball	Ball	Ball	Roller		Ma I	12 -40	61°	1100	Oil	Wisconsin 1500-B-1550 B
	B A	Own	B	4	Int-Rw	16 7/8	3	1/4	-Ps				I F	B-R		Ball			Ma I	10 -34	69 1/2	800	Oil	Wisconsin 7500F-7500
Yes	Opt	Own	B	4	Int-Rw	17 1/4	5	1/2					I F	Ball	Ball	Ball	Roller	Ball	Ma. I	10-36	71 1/2	1300	Oil	Wisconsin 1527KH
No	B A	Own	B	4	Int-Rw	20	4 1/2	1/4	-Ps				I F	B-R		Ball	Roller		Ma I	12 -40	74	1200	Oil	Wisconsin 9610-9610F

Hyp—Hypoid
Hyd—Hydraulic Brakes
IF—Inside of Frame
IG—Internal Gear
Int-Rw—Internal Rear Wheels
Int-Ds—Internal Driveshaft
Ma I—Malleable Iron
Mol—Molybdenum
NiA—Nickel Alloy
New P—New Process
No. F—Non-Fluid
N-P—No Provision
OF—Outside of Frame
Opt.—Optional
Ps—Propeller Shaft
S-A—Springs and Torque Arm
S B—Spiral Bevel
Sp—Springs
Spec—Special
T—Trucks
T A—Torque Arm
Var—Variable
War—Warner
Wo—Worm

AMERICAN STOCK GEARSETS

MAKE AND MODEL	Designed for	Maximum Engine Torque (Lbs. Ft.)	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Distance Between Center Lines of Main and Secondary Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	WIDTH OF GEAR FACES (In.): Constant Mesh Set	Low	Second	Third	Fourth	Reverse	Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS: Low	Second	Third	Fourth	Reverse	Gearset Location	Control Location	Sold With Clutch?	Standard S.A.E. Gearshift	WEIGHT (Lbs.): Cast Iron	Aluminum	Recommended Type of Lubricant	MAKE AND MODEL
Brooklyn T	Trucks			Ball	Plain	Ball	4.50		3	GeT	¾	5/8	¾			5/8	Cast I	2315	2315	6-8		3.00	1.75			3.9	Eng	Ce	No	Yes	38		Oil	**Brooklyn** T
Brown-Lipe 20B	C, T	85	Clash	Roller	Roller	Roller			3	GeT	5/8	5/8	5/8	Dir	None	5/8	Cl & Al	ChS	2320	6-8	3	3.34	1.66	1.00	None	4.17	Eng	Ce	Opt	Yes		98	Oil	**Brown-Lipe** 20B
Brown-Lipe 30, 30A	C, T	135	Clash	Roller	Roller	Ball			3	GeT	5/8	¾	¾	Dir	None	¾	Cl & Al	ChS	2320	6-8	3	°3.33	1.68	1.00	None	°5.00	Eng	Ce	Opt	Yes	142	°95	Oil	**Brown-Lipe** 30, 30A
Brown-Lipe 31	Trucks	180	Clash	Roller	Roller	Roller			3	GeT	5/8	¾	¾	Dir	None	¾	Cl & Al	ChS	2320	6-8	3	4.80	2.25	1.00	None	6.00	Eng	Ce	Opt	Yes			Oil	**Brown-Lipe** 31
Brown-Lipe 35	C, T	180	Clash	Roller	Roller	Roller			4	GeT	5/8	¾	¾	¾	¾	¾	Cl & Al	ChS	2320	6-8	3, 4	°5.35	°2.84	°1.76	°1.00	°6.25	E-A	Ce	Opt	Yes	198	150	Oil	**Brown-Lipe** 35
Brown-Lipe 51	T, B	210	Clash	Roller	Roller	Roller			4	GeT	⅞	1 1/16	1	1	1	1 1/16	Cl & Al	ChS	2320	6-8	3, 4	°3.29	°1.61	°1.00	°.78	°3.94	E-A	Ce	Opt	Yes		196	Oil	**Brown-Lipe** 51
Brown-Lipe 20A	T	158	Clash	Roller	Roller	Roller	7½	4	4	GeT	1	1 1/16	5/8			5/8	Cast I	Spec	2320	6-8	4	5.00	2.77	1.66	1.00	6.42	Eng	Ce	Yes	Yes	157½		Oil	**Brown-Lipe** 20A
Brown-Lipe 51-S	T	220	Clash	Ball°	Ball	Roller	12 1/16	5¼	5	GeT	5/8	1 1/8	7/8	¾		3/4°	Cast I	Spec	2320	6-8	4	5.96	4.00	1.80	1.00	7.45°	Eng	Ce	Yes	No	329		Oil	**Brown-Lipe** 51-S
Brown-Lipe 50-3	B	185	Clash	Ball°	Roller	Roller	8 1/16	4¼	3	GeT	⅞	1	1			⅞	Alum	Spec	2320	6-8	3	4.01	1.76	1.00		4.93	Eng	C-S	Yes	Yes		156	Oil	**Brown-Lipe** 50-3
Brown-Lipe 30C	Cars	167	Clash	Roller	Roller	Ball	6⅝	4	3	GeT	1 1/16	¾	1 1/16			¾	Cast I	Spec	4615	6-8	3	3.33	1.68	1.00		4.35	Eng	Ce	Opt	Yes	112		Oil	**Brown-Lipe** 30C
Brown-Lipe 55	T, B, Tr	250	Clash	Roller	Roller	Roller			4, 7	GeT	¾	1 1/16	1		⅞	1 1/8	Cl & Al	ChS	2320	5-7	°3	°3.95	°1.89	°1.00	°.78	°4.75	E-A°	Ce	Opt	Yes	°225		Oil	**Brown-Lipe** 55
Brown-Lipe 60	T, B, Tr	275	Clash	Roller	Roller	Roller			4	GeT	1 1/16	1½	1½	°1½	°2½	1⅜	Cl & Al	ChS	2320	5-7	3, 4	°5.35	°2.84	°1.76	°1.00	°6.43	SeU	Ce	Opt	Yes	250		Oil	**Brown-Lipe** 60
Brown-Lipe 60	T, Tr	275	Clash	Roller	Roller	Roller			3	GeT	1 1/16	1½	1½	Dir	None	1½	Alum	ChS	2320	5-7	3	4.00	1.76	1.00	None	4.90	Eng	Ce	Opt	Yes		189	Oil	**Brown-Lipe** 60
Brown-Lipe 60**	Trucks	292	Clash	Roller	Roller	Roller			3	GeT	1 1/16	1½	1½	Dir	1½		Cl & Al	ChS	2320	5-7	2	2.25	1.00	.67	None	None	SeU	Ce	Opt	Yes			Oil	**Brown-Lipe** 60**
Brown-Lipe 60‡	Buses	275	Clash	Roller	Roller	Roller			4	GeT	1 1/16	1½	1½	1½	Dir	1⅜	Alum	ChS	2320	5-7	4	4.00	2.84	1.50	1.00	4.81	SeU	C-S	Opt	Yes			Oil	**Brown-Lipe** 60‡
Brown-Lipe 60	Trucks	275	Clash	B & R	Roller	Roller			7	GeT	1 1/16	1½	1½	Dir	1½	1⅜	Cast I	2320	2320	5-7	6	9.50	4.53	3.38	2.22	3.97	SeU	Ce	Opt	Yes			Oil	**Brown-Lipe** 60
Brown-Lipe 70	Trucks	375	Clash	Roller	Roller	Ball			4, 7	GeT	1 1/16	1½	1½	Dir	1½	1½	Cast I	2320	2320	5-7	6	9.4	4.46	3.52	2.06	4.19	SeU	Ce	Opt	Yes			Oil	**Brown-Lipe** 70
Brown-Lipe 214	Trucks	138	Clash	B&R	Roller	Roller	8 11/16	4.42	4	GeT	33/64	⅞	11/16	¾		⅞	Cast I	Ch S	2345	°6-8	4	6.42	3.86	1.80	1.00	7.55	Eng	Ce	Opt	Yes	157		Oil	**Brown-Lipe** 214
Brown-Lipe 314	Trucks	183	Clash	B&R	Roller	Ball	10 1/16	4.75	4	GeT	33/64	1 1/16	11/16	33/64		1 1/32	Cast I	Ch S	2320	°6-8	4	6.60	3.74	1.84	1.00	7.68	Eng	Ce	Opt	Yes			Oil	**Brown-Lipe** 314
Brown-Lipe 615	Trucks	275	Clash	Ball	Roller	Ball	16 1/2	6.50	5	GeT	1 1/16	1 1/16	1 1/8	1 1/16	1 1/16	1 1/8	Cast I	Ch S	2320	°6-8	5	8.22	5.75	3.80	1.91	10 02	SeU	Ce	Opt		442		Oil	**Brown-Lipe** 615
Brown-Lipe 714	T, B	420	Clash	B&R	Ball	Ball	14 1/4	6.50	4	GeT	1 1/16	1 1/16	1 3/8	1 1/16		1 1/4	Cast I	2320	2320	6°	4	5.18	2.86	1.70	1.00	5.75	Eng	Si	Opt	Yes				**Brown-Lipe** 714
Cotta Gear 65-S	T & B		Ind C	Ball	Ball	Ball	12 3/8	5 4	5	Jaw	1 1/16	1 1/16	1 1/16	1¼	1¼	1½	S St	2340	2320	5-7	5	8.31	4.75	2.80	1.60	6.30°	A	Ce	No	No			F	**Cotta Gear** 65-S
Cotta Gear 12	T, Tr		Ind C	Ball	Plain	Ball	12.45	5.55	3	Jaw	1 1/16	1 1/16	1 1/16	1½	None	1½		2340	2320	4½x5½	3	4.51	1.81	1.00	None	6.00	SeU	Ce		Yes			No F	**Cotta Gear** 12
Cotta Gear 55-S	T, B	230		Ball	Ball	Ball	11 13/16	4.91	5	Jaw	⅞	1¼	1¼	1	1	1¼	S St	2340	2320	5.5 7.7	5	8.31	4.75	2.80	1.60	6.30°	E-A	Ce	No	No			Oil	**Cotta Gear** 55-S
Covert A4		140	Clash	Ball	Plain	Roller	7.12	4.17	4	GeT	9/16	11/16	11/16		11/16	11/32	5/8	Cast I	2320	2320	6-8	4	6.64	3.83	1.99	1.00	8.20	Eng	Ce	Yes	Yes	148		Oil	**Covert** A4
Covert JUC	C, T	150	Ind C	Ball	Opt	Opt	6.56	3.75	3	GeT	¾	11/16	11/16	11/16	None	11/32	Cast I	2320	2320	6-8	3	3.62	1.91	1.00	None	4.46	Eng	Ce	Yes	Yes	155		Oil	**Covert** JUC
Covert W4C	T & B	175	Clash	Ball	Bronz	Roller	9.06	4.25	4	GeT	11/16	11/16	1	Dir	Dir	¾	Cast I	2320	2320	6-8	4	5.85	3.67	1.92	1.00	7.31	Eng	Ce	Yes	Yes	206		Oil	**Covert** W4C
Covert RA3	Trucks	184	Ind C	Ball	Roller	Ball	8.37	4.50	3	GeT	1	1	1	1	None	1 1/16	Cast I	2320	2320	6-8	3	3.67	1.60	1.00	None	4.37	SeU	Ce	No	Yes	140		Oil	**Covert** RA3
Covert RU3C	Trucks	184	Ind C	Ball	Roller	Ball	8.37	4.50	3	Jaw	1	1	1	1	None	1 1/16	Cast I	2320	2320	6-8	3	3.67	1.60	1.00	None	4.37	Eng	Ce	Yes	Yes	210		Oil	**Covert** RU3C
Covert RAD4	Trucks	184	Ind C	Ball	Roller	Ball	11.37	4.50	4	GeT	1	1 1/16	1	1		1 1/16	Cast I	2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	SeU	Opt	No	Yes	180		Oil	**Covert** RAD4
Covert RUP4C	Trucks	184	Ind C	Ball	Roller	Ball	11.37	4.50	4	Jaw	1 1/16	1 1/16	1	1 1/16	Dir	1 1/16	Cast I	2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	Eng	Ce	Yes	Yes	280		Oil	**Covert** RUP4C
Covert SB	Trucks	250	Clash	Ball	Roller	Ball	13.12	5.20	4	GeT	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	Cast I	2320	2320	5-7	4	5.07	3.04	1.63	1.00	6.76	SeU	Opt	No	Yes	245		Oil	**Covert** SB
Covert TN	Tr, B & T	280	Clash	Ball	Roller	Ball	14 5/16	6.00	4	GeT	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16 1 3/16	Cast I	2320	2320	5-7	4	5.44	2.85	1.79	1.00	6.80	SeU		No	Yes	332		Oil	**Covert** TN
Detroit HW	Cars	150	Clash	Ball	Roller	Roller	4.87	2.93	3	GeT	11/16	11/16	11/16	11/16		11/16	Cast I	Spec	Spec	°8-10	3	3.11	°1.55			3.78	Eng	Ce	No	Yes	40		Oil	**Detroit** HW
Detroit HR	Cars	185	Clash	Ball	Roller	Roller	5.37	3.35	3	GeT	⅝	11/16	¾	11/16	None	1 1/16	Cast I	Spec	Spec	°7-9	3	3.11	1 69	1.00	None	3.78	Eng	Ce	No	Yes	58		Oil	**Detroit** HR
Detroit HK	Cars	200	Clash	Ball	Roller	Roller	5.37	3.57	3	GeT	5/8	11/16	¾	11/16		1 1/16	Cast I	Spec	Spec	°7-9	3	3.11	1.69			3.78	Eng	Ce	No	Yes	58		Oil	**Detroit** HK
Detroit R	T, B	200	Clash	Ball	Roller	Ball	9.87	4.42	4	GeT	⅞	1	1	1	1 1/16	1	Cast I	Spec	Spec	6-8	4	5.90	3.23	1.75	1.00	7.08	SeU	Ce	No	Yes	159		Oil	**Detroit** R
Detroit W	B, T	300	Clash	Ball	Roller	Ball	12.19	5.00	4	GeT	1	1 3/16	1 1/16	1¼	1 1/16	1 3/16	Cast I	Spec	Spec	5-7	4	6.05	3.47	1.81	1.00	7.00	SeU	Ce	No	Yes	198		Oil	**Detroit** W
Detroit KL	Cars	250	Clash	Ball	Roller	Roller	6.00	3.35	3	GeT	11/16	11/16	11/16	11/16	None	¾	Cast I	Spec	Spec	°7-9	3	2.84	1.69	1.00	None	3.45	Eng	Ce	No	Yes	69		Oil	**Detroit** KL
Detroit R.S	Cars	250	Clash	Ball		Roller	10.04	3.79	4	GeT	5/8	11/16	¾	11/16	⅞	¾	Cast I	Spec	Spec	7°	4	3.49	1.99	1.28	1.00	2.81	Eng	Ce	No	No	138		Oil	**Detroit** R.S
Detroit F.W	Cars	215	Clash	Ball	Roller	Roller	6.00	3.36	3	GeT	11/16	11/16	11/16	11/16	None	¾	Cast I	Spec	Spec	7°	3	2.84	1.69	1.00		3.45	Eng	Ce	No	No	144		Oil	**Detroit** F.W
Fuller SU	Trucks	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	¾	⅞	⅞	½	None	⅞	Cast I	2320	2320	6-8	3	2.00	4.00	1.00		4.5	Eng	Ce	Yes	Yes	160		Oil	**Fuller** SU
Fuller TDU	Taxi	Var	Clash	Ball	Roller	Roller	6.19	3.58	3	GeT	11/16	11/16	¾	1 1/16	None	1½°	Cast I	2320	2320	6-8°	3	3.17	1.60	1.00	None	2.7	Eng	Ce	Yes	Yes	119		Oil	**Fuller** TDU
Fuller DU	Trucks	Var	Clash	Ball	Roller	Roller	6.19	3.58	3	GeT	11/16	11/16	¾	1 1/16	None	½°	Cast I	2320	2320	6-8°	3	4.29	2.07	1.00	None	3.65	Eng	Ce	Yes	Yes	119		Oil	**Fuller** DU
Fuller TU	Taxi, T	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	¾	⅞	⅞	½	None	⅞	Cast I	2320	2320	6-8	3	2.90	1.70	1.00	None	3.50	Eng	Ce	Yes	Yes	163		Oil	**Fuller** TU
Fuller G, GU	T & B	Var	Clash	Ball	Ball	Ball	8.34	4.50	4	GeT	1	1	⅞	½	1		Cast I	2320	2320	5-7	4	4.80	3.00	1.60	1.00	6.1	Eng°	Ce	Yes	Yes	°214		Oil	**Fuller** G, GU
Fuller RU, R	T & B	Var	Clash	Ball	Ball	Ball	10.00	4.5	4	GeT	1	1 3/16	1 1/16	1 1/16	½	1¼	Cast I	2320	2320	5-7	4	4.8	3.00	1.6	1.0	6.1	Eng°	Ce	Yes	Yes	°245		Oil	**Fuller** RU
Fuller H, HU	T & B	Var	Clash	Ball	Ball	Ball	12.25	5.25	4	GeT	1¼	1½	1¼	1¼	⅝	1½	Cast I	2320	2320	4½–6	4	6.30	3.20	1.70	1.00	6.30	SeU°	Ce	Yes	Yes	°215		Oil	**Fuller** H, HU
Fuller GOG&2SC-2.9	T & B	Var	Clash	Ball	Ball	Ball	8.37	4.50	7	GeT	1	1	7/16	1	21/32	1	Cast I	2320	2320	5-7	3	3.0	1.8	1.0	.69	4.1°	SeU	Ce	Yes	Yes	129		Oil	**Fuller** GOG&2SC-2.9
Fuller HOG&2-SC-2.9	T & B	Var	Clash	Ball	Ball	Ball	12.25	5.25	7	GeT	1½	1¼°	1 3/16	1	1 1/16	1 1/16	Cast I	2320	2320	4½–6	3	3.2	1.6	1.0	.75	3.2°	SeU	Ce	Yes	Yes	215		Oil	**Fuller** HOG&2-SC-2.9
Fuller 2-SC-2.9	T & B	Var	Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	1	1	No	No	No	No	Cast I	2320	2320	5-7	2	2.9	1.0	None	None	None	Eng	Ce	Yes	Yes	135		Oil	**Fuller** 2-SC-2.9
Fuller 2-SC-1.7	T & B	Var	Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	1	⅞	½	None	None	None	Cast I	2320	2320	5-7	2	1.70	1.00	None	None	None	Eng	Ce	Yes	Yes	135		Oil	**Fuller** 2-SC-1.7
Fuller KU	T	Var	Clash	Ball	Roller	Ball	6.22	3.83	4	GeT	11/16	11/16	¾		21/32	11/16	Cast I	2320	2320	5-7°	4	6.5	3.9	2.06	1.00	2.7	Eng	Ce	Yes	Yes			Oil	**Fuller** KU
Fuller MG, MGU	T, B	Var	Clash	Ball	Ball	Ball	7.34	4.50	4		⅞	1 13/32	1 1/16		⅞	1 13/32	Cast I	2320	2320	5-7°	4	6.5	3.7	1.9	1.00	7.8	Eng	Ce	Yes	Yes			Oil	**Fuller** MG, MGU
Fuller WO-BB	Trucks	120	Clash	B&R	Roller	Roller	5.87	3.92	4	GeT	11/16	11/16	11/16		5/8	Cast I	6150	6-8	4	6.16	3.18	1.75	1	7.25	Eng	Ce	No	Yes	102		Oil	**Fuller** WO-BB
Fuller MGOG,2SC-1.7	Trucks	205	Clash	Ball	Ball	Ball	7.25	4.50	7	GeT	11/16	1 3/32	7/8	11/16	1	21/32	Cast I	2320	2320	5-7°	3	4 8	2.25	1.00	.69	6.35	SeU	Ce	Yes	Yes	190		Oil	**Fuller MGOG,2SC-1.7**
Jones T4	Buses		Ind C	Ball	Ball	Ball	11.17	4.3	4	GeT	1 21/32	1¼	1½	1 21/32	1	Cast I	2320	2320	5-7	4	4	2.58	1.55	1	5.32	Eng	Ce	Opt	No	256		Oil	**Jones** T4
Jones T6	Cars		Ind C	Ball	Ball	Ball	8.79	3.5	4	GeT	1.22	¾	¾	1.22	1.22	5/8	Cast I	2320	2320	7-9	°3	°2.83	°1.56	°1	°.82	3.89	Eng	Ce	Opt	Yes	125	95	Oil	**Jones** T6
Jones T7B	C & B		Ind C	Ball	Ball	Ball	°8.11	3.50	3	GeT	°1 1/16	°⅝	1 11/16	°1 11/16	None	°11/16	Cast I	2320	2320	7-9	3	°2.93	°1 56	1		3 97	Eng	Ce	Opt	Yes	°120	90	Oil	**Jones** T7B
Jones T7S	Trucks		Ind C	Ball	Ball	Ball	7.87	3.5	3	GeT	11/16	⅞	11/16	11/16	None	11/16	Cast I	2320	2320	6-8	3	4	2.1	1	5	6.58	Eng	Ce	Opt	Yes	120		Oil	**Jones** T7S
Jones T7	Cars		Ind C	Ball	Ball	Ball	7.64	3.5	3	GeT	1 11/16	11/16	1 11/16	1 11/16	None	5/8	Cast I	2320	2320	Opt	3	°2.45	°1 47	1		3.32	Eng	Ce	Opt	Yes	105	80	Oil	**Jones** T7
Jones 450	T & B		Ind.C	Ball	Roller	Ball	10.12	4.0	4	Jaw	1 5/16	7/16	7/16	1 1/16	Dir	¾	Cast I	2315	2320	8-12	4	6.29	3.49	1.43	Dir	8.14	Eng	Ce	Opt	Yes			Oil	**Jones** 450
Jones T8	Cars, T		Ind.C	Ball	Roller	Ball		3.0	4	Jaw	1	11/16	11/16		⅞	Dir	Cast I	2315	2320	8-12	4	2.75	1.56	1.25	1.00		Eng	Ce	Opt	Yes			Oil	**Jones** T8
Jones 601	Cars	350	Ind.C	Ball	Ball	Ball	9.71	3.75	3	Jaw	1 3/8	⅞	1 1/8			⅞	Cast I	2315°	2320		3	2.33	1.47	1.00		2.33	Eng	Ce	Opt	Yes			Oil	**Jones** 601
Jones 602	Cars		Ind.C	Ball	Roller	Ball	9.71	3.75	3	Jaw	1 11/16	¾	1 11/16			¾	Cast I	2315	2320	8-12	3	2.33	1.29	1.00		2.33	Eng	Ce	Opt	Yes			Oil	**Jones** 602

Mechanics.....J	C, T.	120	Clash	Ball	Plain	Plain	6.06	3.14	3	GeT	9/16	5/8	11/16	1 1/32	None	5/8	Cast	I	1045	5150	7-9	3	3.07	1.76	1.00	None	4.02	Eng	Ce	No	Yes	58	....	Oil	Mechanics.....J
Mechanics....."O"	C, T & B	160	Clash	Ball°	Roller	Roller	7¼	3½	3	GeT	11/16	13/16	7/8	Dir	......	13/16	Cast	I	Var.	2345	7-9	3	3.9	2	Dir	......	4.68	Eng	Ce	No	Yes	....	....	Oil	Mechanics....."O"
Muncie Gear.....T5	C, T.	165	Clash	Ball	Plain	Plain	5.87	3.00	3	GeT	9/16	5/8	11/16	Dir	None	5/8	Cast	I	3120	3120	6-8	3	2.80	1.75	1.00	None	2.80	E-A	Ce	No	Yes	85	60	Oil	Muncie Gear.....T5
Muncie Gear....T23 I	Trucks	165	Clash	Ball	Roller	Ball	7	4	3	GeT	¾	13/16	25/32	Dir	None	13/16	Cast	I	3120	3120	6-8	3	4	2	1	None	5.33	Eng	Ce	Opt	Yes	117	....	Oil	Muncie Gear....T23 I
Muncie Gear....T23N	C, T.	200	Clash	Ball	Roller	Ball	7.00	4.00	3	GeT	¾	13/16	25/32	Dir	None	13/16	Cast	I	3120	3120	6-8	3	3.33	1.66	1.00	None	4.44	Eng	Ce	Opt	Yes	117	....	Oil	Muncie Gear....T23N
Muncie Prod...552105	Cars	......	......	Ball	......	Plain	6 3/16	3.21	3	GeT	.625	.688	.750	......	......	.625	Cast	I	2320	6150	7	3	1.75	1.00	......	......	3.86	Eng	Ce	No	Yes	64			Muncie Prod...552105
Muncie Prod...552550	Cars	......	......	Ball°	Roller	Plain	6 5/16	3.36	3	GeT	.625	.719	.781	......	......	......	Cast	I	2320	2515	7	3	3.11	1.69	......	......	3.78	Eng	Ce	No	Yes	93			Muncie Prod...552550
Warner Gear....T64J	C, T.	100	Clash	Ball	Roller	Plain	6.09	3.35	3	GeT	9/16	11/16	¾	9/32	None	11/16	Cast	I	1045	5150	7-9	3	3.11	1.69	1.00	None	3.78	Eng	Ce	No	Yes	95	....	Oil	Warner Gear....T64J
Warner Gear....T4B	Cars	190	Con.	Ball	Plain	Plain	......	3.64	4	GeT	13/32	13/16	13/16	½	⅜	13/16	Cast	I	5150	5150	......	4	4.01	2.46	1.42	1.00	3.28	Eng	Ce	No	Yes	120	....	Oil	Warner Gear....T4B
Warner Gear....T5	Cars	125	Con.	Ball	Plain	Plain	‡	3.06	4	GeT	9/16	11/16	11/16	½	⅜	11/16	Cast	I	5150	5150	......	4	3.54	2.31	1.42	1.00	2.99	Eng	Ce	No	No	90	....	Oil	Warner Gear....T5
Warner Gear....T5B	Cars	165	Con.	Ball	Plain	Plain	......	3.14	4	GeT	⅝	13/16	13/16	9/16	⅜	13/16	Cast	I	5150	5150	......	4	3.74	2.32	1.42	1.00	3.20	Eng	Ce	No	Yes	100	....	Oil	Wanner Gear....T5B
Warner Gear....T69	Cars	165	Clash	Ball	Roller	Roller	6.46	3.35	3	GeT	⅝	11/16	13/16	11/32	......	11/16	Cast	I	1045	5150	7-9	3	3.11	1.69	1.00	......	3.78	Eng	Ce	No	Yes	97	....	Oil	Warner Gear....T69
Warner Gear....T71	C, T.	175	Clash	Ball	Roller	Roller	6.46	3.35	3	GeT	⅝	13/16	⅞	11/32	......	13/16	Cast	I	2320	2320	7-9	3	3.54	1.90	1.00	......	4.30	Eng	Ce	No	Yes	100	....	Oil	Warner Gear....T71
Warner Gear....T64K	Cars	150	Clash	Ball	Roller	Plain	6.09	3.35	3	GeT	9/16	11/16	¾	9/32	......	11/16	Cast	I	1045	5150	7-9°	3	3.11	1.69	1.00	......	3.78	Eng	Ce	No	No	95	....	Oil	Warner Gear....T64K
Warner Gear....T2C	Cars	130	Clash	Ball	Plain	Plain	5.46	3.00	3	GeT	9/16	⅝	11/16	11/32	......	⅝	Cast	I	1045	5150	......	...	3.04	1.82	1.00	......	3.64	Eng	Ce	No	Yes	50	....	Oil	Warner Gear....T2C

ABBREVIATIONS:
**—Auxiliary Transmission.
‡—Special Design.
†—Semi Steel.
*—Optional.
°—Others also.
§—1929 Specifications.
Alum—Aluminum.
B—Buses.
B & R—Ball & Roller.
C—Cars.
Cast I—Cast Iron.
Ce—Center.
ChS—Chrome Steel.
CI & AI—Cast Iron and Aluminum.
Con—Constant Mesh
C-S—Center or Side.
Dir—Direct.
E-A—Engine or Amidships.
Eng—Unit with Engine.
GeT—Gear Teeth.
IndC—Individual Clutch.
NoF—Non Fluid Oil.
Opt—Optional.
P—Pitch
RC—Rail Cars.
R-P—Roller or Plain.
SeU—Separate Unit.
Si—Side
Spec—Special.
S St—Semi Steel.
T—Trucks.
Tr—Tractors.
Var—Variable.

AMERICAN STOCK STEERING GEARS

Specifications of typical models made by independent parts manufacturers.

MAKE AND MODEL	Designed For	CAPACITY: For Vehicle Gross Weight (Lbs.)	CAPACITY: For Maximum Weight on Front Wheels (Lbs.)	Type	Ratio	OUTSIDE DIAMETER: Steering Wheel (Ins.)	OUTSIDE DIAMETER: Wheel Shaft (Ins.)	OUTSIDE DIAMETER: Column Jacket (Ins.)	STEERING ARM: Center to Center Length (Ins.)	STEERING ARM: Maximum Angular Motion (Deg.)	MATERIALS: Housing	MATERIALS: Reduction Gear	MATERIALS: Nut or Cam	MATERIALS: Gear Shaft S.A.E. No.	MATERIALS: Wheel Spider	Adjustable for Wear?	BEARINGS Thrust: Type	Thrust: Number	Thrust: Make	Thrust: Diameter (Ins.)	Thrust: Length (Ins.)	Gear Shaft: Type	Gear Shaft: Number	Gear Shaft: Make	Gear Shaft: Diameter (Ins.)	Gear Shaft: Length (Ins.)	CONTROL LEVERS: Location	CONTROL LEVERS: Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Columbus.....13	Cars	3000	Var.	W&S.	13	17	1	1½	†	82	Mal.	1020	Opt.	......	......	Yes.	RT	2	Spec	......	......	Plain	1	Own	1⅛	†	AW°	SL°	......	22
Columbus.....14	Cars, T	4000	Var.	W&S.	14	18°	1	1½°	†	82	Mal.	1020	Opt.	......	......	Yes.	RT	2	Spec	......	......	Plain	1	Own	1¼	†	AW°	SL°	......	25
Columbus.....15	Cars, T, B.	5000	Var.	W&S.	15	18°	1	1¾	†	82	Mal.	1020	Opt.	......	......	Yes.	RT	2	Spec	......	......	Plain	1	Own	1¼	†	AW°	SL°	......	28
Columbus.....16	Cars, T, B.	7500	Var.	W&S.	16	18°	1⅛	1¾	†	82	Mal.	1020	Opt.	......	......	Yes.	RT	2	Spec	......	......	Plain	1	Own	1⅜	†	AW°	SL°	......	31
Columbus.....17	T, B.	10000	Var.	W&S.	17	Opt.	1⅛	2	†	82	Mal.	1020	Opt.	......	......	Yes.	RT	2	Spec	......	......	Plain	1	Own	1⅜	†	AW	SL°	......	35
Gemmer.....55	Cars, T	Var	Var	W&S.	13	......	⅞	1½	Opt.	76°	Mal.	1020	......	1020	......	Yes	Roller		......	¼	¼	Plain	2	Own	1⅛	1½	BW.	SL.	Yes.	23
Gemmer.....35	Cars, T.	Var	Var	W&S.	15	......	⅞	1½	Opt.	80°	Mal.	1020	......	1020	......	Yes	Roller		......	¼	¼	Plain	2	Own	1¼	1½	BW.	SL.	Yes.	26
Gemmer.....205	Cars, T.	Var	Var	W&R.	18	......	⅞	1½	Opt.	70°	Mal.	1020	......	4130	......	Yes	Roller		......	¼	¼	Plain	2	Own	1¼	1½	Opt.	SL.	Yes.	30
Gemmer.....215	C,T,B, &Tr	Var.	Var.	W&R.	18	......	......	1¾°	Opt.	75	Mal.	1020	......	2330	......	Yes.	Roller	2	Own	¼	¼	Plain		Own	1⅜	1 7/16	AW.	SL.	Yes.	37
Hannum.....1	C,T,B&Tr.	3600	......	N&L.	Var.	Opt.	Var.	1½	Opt.	80	Mal.	MgS.	MgS.	4140	Opt.	Yes.	Ball.	2	Nice	......	......	Plain	2	......	Var.	Var.	Opt.	......	Yes.	Var.
Hannum.....4	C,T,B&Tr.	5000	......	N&L.	Var.	Opt.	Var.	1¾	Opt.	80	Mal.	MgS.	MgS.	4140	Opt.	Yes.	Ball.	2	Nice	......	......	Plain	2	......	Var.	Var.	Opt.	Opt.	Yes.	Var.
Hannum.....5	C,T,B&Tr.	9000	......	N&L.	Var.	Opt.	Var.	1¾	Opt.	80	Mal.	MgS.	MgS.	4140	Opt.	Yes.	Ball.	2	Nice	......	......	Plain	2	......	Var.	Var.	Opt.	Opt.	Yes.	Var.
Hannum.....8	C.T.B&Tr.	14000	......	N&L.	Var.	Opt.	Var.	1¾	Opt.	80	Mal.	MgS.	MgS.	4140	Opt.	Yes.	Ball.	2	Nice	......	......	Plain	2	......	Var.	Var.	Opt.	Opt.	Yes.	Var.
Hannum.....10	Cars,T,BT	16000	......	N&L.	Var	Opt.	Opt.	1¾	Opt.	80	Mal.	Var	Nut.	4140	Opt.	......	Tim R	2	......	......	......	Plain	..	......	Var.	Var.	Opt.	Opt.	Yes.	Var.
Hannum.....11	T,B&Tr.	20000	......	N&L.	Var.	Opt.	Var.	2	Opt.	75	Mal.	MgS.	MgS.	4140	Opt.	Yes.	Roller	2	Tim	......	......	Plain	2	......	Var.	Var.	Opt.	Opt.	Yes.	Var.
Hannum.....14	T,B&Tr.	30000	......	N&L.	Var.	Opt.	Var.	2¼	Opt.	75	Mal.	MgS.	MgS.	4140	Opt.	Yes.	Roller	2	Tim	......	......	Plain	2	......	Var.	Var.	Opt.	Opt.	Yes.	Var.
Muncie Prod 552535	Cars	......	......	......	9.5	......	.750	......	......	......	Mal.	......	......	......	......	Yes.	Ball.	2	Nice	......	......	Plain	2	......	......	......	None	......	No.	15
Ross.....180	Cars	3000	Var	C&L	Var	18	1	1¾	Opt.	80	Mal.	1020	1020	......	Opt.	Yes	Ball.	2	Own	Var	Var	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....200	C & T.	3000	Var.	C&L.	Var.	18	1	1¾	Opt.	80	Mal.	1020	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....220	C, T.	3400	Var.	C&L.	Var.	18	1	1¾	Opt.	80	Mal.	1020	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....260	C,T & B.	4000	Var.	C&L.	Var.	18	1	1¾	Opt.	70	Mal.	1020	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....300	T & B.	5000	Var.	C&L.	Var.	18	1⅛	1¾	Opt.	80	Mal.	3120	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....320	T & B.	Var.	Var.	C&L.	Var.	22	1⅛	2¼	Opt.	80	Mal.	3120	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....360	T & B.	14000	Var.	C&L.	Var.	22	1¼	2¼	Opt.	80	Mal.	2512	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....580	C & T.	3000	Var	Roller	Var	18	1	1¾	Opt.	72	Mal.	1020	1020	......	Opt.	Yes	Ball.	2	Own	Var	Var	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....620	C & T.	3400	Var	Roller	Var	18	1	1¾	Opt.	76	Mal.	1020	1020	......	Opt.	Yes	Ball.	2	Own	Var	Var	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....660	C,T&B.	4000	Var	Roller	Var	18	1	1¾	Opt.	76	Mal.	1020	1020	......	Opt.	Yes	Ball.	2	Own	Var	Var	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....700	T & B	5000	Var	Roller	Var	18	1⅛	1¾	Opt.	76	Mal.	1020	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....720	T & B.	10000	Var	Roller	Var.	22	1⅛	2¼	Opt.	76	Mal.	3120	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Ross.....760	T & B.	14000	Var	Roller	Var	22	1¼	2¼	Opt.	76	Mal.	2512	1020	......	Opt.	Yes.	Ball.	2	Own	Var.	Var.	Plain	..	Own	Var.	Var.	Opt.	SL.	Yes.	Var.
Saginaw.....95	C,T,B.	......	......	W&S.	14	Opt.	1⅛	1¾	Opt.	112°	Mal.	St.	St.	......	Opt.	Yes.	B&P.	2	Spec	......	......	......	1	Tim	1⅜	Var.	AW.	SL.	Yes.	38
Saginaw.....28	C,T,B.	......	......	W&S.	17	Opt.	1⅛	1¾	Opt.	86°	Mal.	St.	......	Al	Opt.	Yes.	......	2	Tim	......	......	Plain	2	Tim	1⅜	1½	Opt.	......	Yes.	38
Saginaw.....29	C,T,B.	......	......	W&S.	17	Opt.	1⅛	1¾	Opt.	86°	Mal.	St.	......	Al	Opt.	Yes.	......	2	Tim	......	......	Plain	2	Tim	1½	1¾	Opt.	......	Yes.	40
Saginaw.....27	C,T,B.	......	......	W&S.	17	Opt.	1	1¾	Opt.	86°	Mal.	St.	......	4615	Opt.	Yes.	......	2	Tim	......	......	Plain	2	Tim	1⅜	1½	Opt.	......	Yes.	36
Saginaw.....26	C,T.	......	......	W&S.	17	Opt.	1	1¾	Opt.	86	Mal.	St.	......	4615	Opt.	Yes.	......	2	Tim	......	......	Plain	2	Tim	1¼	1¼	Opt.	......	Yes.	34
Saginaw.....25	C,T.	......	......	W&S.	18	Opt.	1	1¾	Opt.	86	Mal.	St.	......	4615	Opt.	Yes.	......	2	Tim	......	......	Plain	2	Tim	1¼	1¼	Opt.	......	Yes.	24
Saginaw.....24	C,T,	......	......	W&S.	6	Opt.	⅞	1½	Opt.	86	Mal.	St.	......	4615	Opt.	Yes.	......	2	Tim	......	......	Plain	..	Tim	1⅛	1¼	Opt.	......	Yes.	23
Saginaw.....23	C,T.	......	......	W&S.	14	......	⅞	1½	Opt.	86	Mal.	St.	......	4615	Opt.	Yes.	......	2	Tim	......	......	Plain	2	Tim	1	1⅛	Opt.	......	Yes.	19
Saginaw.....35	C,T.	......	......	W&W.	17	Opt.	1	1¾	Opt.	75	Mal.	X 1314	......	1335-A	Opt.	Yes.	......	2	Tim	......	......	Plain	2	Tim	1¼	1 3/16	Opt.	......	Yes.	34
Saginaw.....36	C,T.	......	......	W&R.	20	Opt.	1	1⅝	Opt.	75	Mal.	X 1314	......	1335-A	......	Yes.	......	2	Tim	......	......	Plain	2	Tim	1⅜	1 3/16	Opt.	......	Yes.	38

ABBREVIATIONS:
°—Others Also
†—Varies
Al—Aluminum
AW—Above Wheel
B—Buses
B&P—Ball and Plain
Bro—Bronze
Bunt—Bunting
BW—Below Wheel
C—Cars
Car—Carbon Steel
ChN—Chrome Nickel
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Mal—Malleable
Mgs—Manganese Steel
N-D—New Departure
Nic—Nickel
N&L—Nut and Lever
Opt—Optional
Qua—Quadrant
R-L—Ratchet Levers
RT—Radial and Thrust
Shaf—Shafer
S&N—Screw and Nut
SL—Short Levers
Spec—Special
SpS—Special Steel
SS—Semi Steel
St—Steel
T—Trucks
Tim—Timken
Tr—Tractors
Var—Varies
W&D—Worm and Disk
W&R—Worm and Roller
W&S—Worm and Sector
W&Sh—Worm and Shaft
W&W—Worm and Wheel

AMERICAN STOCK FRONT AXLES

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARINGS TYPE: In Hubs	BEARINGS TYPE: Spindle Thrust	BEARINGS TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.)	MATERIAL: Knuckle Arm (S.A.E. No.)	Transverse Inclination of King Pin (Deg.)	Inclination of Wheel Spindles (Deg.)	Recommended Fore & Aft. Inclination (Deg.)	Do Wheels Trail?	TIE ROD: Location	TIE ROD: End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Size (Ins.)	FRONT WHEEL BRAKES: Equipped?	FRONT WHEEL BRAKES: Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight (Complete Without Wheels, Lbs.)	MAKE AND MODEL
Clark.....F210	Cars	1400	1035	I-S	2 3/8	1 3/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	9°	1°			R A	Ball	8 1/4	A A	9	30	Stk	Int	15	57 3/8	121	Clark.....F210
Clark.....F206 & F208	Trucks	1500	1035	I-S	2 3/8	1 7/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	9	1			R A	Ball	8 1/2	A A	8 1/2	30	Stk	Int	15	56 1/2	125	Clark.....F206 & F208
Clark.....F310 & F304	Trucks	2500	1035	I-S	2 3/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	2			R A	Ball	8 1/8	A A	9 7/8	32	Stk	Int	16	60 1/4	180	Clark.....F310 & F304
Clark.....F314	Trucks	3500	1035	I-S	2 7/8	2 3/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	2			R A	Ball	8 1/8	A A	10 3/4	34	Stk	Int	16	60 3/4	189	Clark.....F314
Eaton.....502F	Trucks	1300	1040	I-S	2 1/8	1 1/2	Elliott	Roller	Plain	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	6 7/8	A A	11 5/8	32	N-P	None	None	56	75	Eaton.....502F
Eaton.....200F	Trucks	1500	1040	I-S	2 1/4	1 3/4	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	6 7/8	A A	12 1/16	32	Stk	Shoe	11 1 1/16	56	128	Eaton.....200F
Eaton.....423F	T & B	4000	1040	I-S	3 3/16	2 1/2	Rev. Ell.	Roller	Roll	Plain	3135	3135	8	1	0	Yes	R A	Ball	8 1/32	A A	10 1/16	34	Stk	Shoe	17 1/4	61	343	Eaton.....423F
Eaton.....424F	T & B	3000	1040	I-S	2 13/16	2	Rev. Ell.	Roller	Roll	Plain	3135	3135	8	1	0	Yes	R A	Ball	6 3/4	A A	10 1/16	32	Stk	Shoe	15 45/64	57	234	Eaton.....424F
Eaton.....430F	T & B	3000	1040	I-S	2 29/32	2 1/8	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7 5/8	A A	10 1/4	32	Stk	Shoe	15	58 5/8	198	Eaton.....430F
Eaton.....432F	T & B	3000	1040	I-S	2 7/8	2	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7 1/4	A A	10 1/16	32	Stk	Shoe	15 23/32	59	158	Eaton.....432F
Eaton.....433F	T & B	3000	1040	I-S	2 7/8	2	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7 1/4	A A	10 1/16	32	Stk	Shoe	15 23/32	59	160	Eaton.....433F
Eaton.....524F	T & B	4000	1040	I-S	3 1/16	2 1/2	Rev. Ell.	Roller	Roll	Plain	3135	3135	8	1	0	Yes	R A	Ball	7 5/8	A A	10 1/16	34	Stk	Shoe	15 23/32	61 3/4	255	Eaton.....524F
Eaton.....526F	T & B	4000	1040	I-S	3 1/16	2 1/2	Rev. Ell.	Roller	Roll	Plain	3135	3135	8	1	0	Yes	R A	Ball	8 5/8	A A	10 1/16	34		Shoe	16 1/8	61 1/2	172	Eaton.....526F
Eaton.....527F	T & B	4000	1040	I-S	3	2 3/4	Rev. Ell.	Roller	Roll	Plain	3135	3135	8	1	0	Yes	R A	A A	8 5/8	A A	10 1/16	34		Shoe	16	61 1/2	180	Eaton.....527F
Eaton.....530F	T & B	4000	1040	I-S	3 1/4	2 1/2	Rev. Ell.	Roller	Roll	Plain	Mol	3135	8	1	0	Yes	R A	Ball	7 3/4	A A	12 5/8	36	Stk	Shoe	16	61		Eaton.....530F
Eaton.....532F	T & B	4000	1040	I-S	3 1/16	2 1/2	Rev. Ell.	Roller	Roll	Plain	3135	3135	8	1	0	Yes	R A	Ball	7 5/8	A A	10 1/16	34	Stk	Shoe	16	61 3/4		Eaton.....532F
Eaton.....54F, 60F	T & B	6000	1040	I-S	3 1/4	2 3/4	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7 9/16	A A	12 1/4	36	Stk	Shoe	16	64 1/2	420	Eaton.....54F, 60F
Eaton.....74F	T & B	8000	1040	I-S	3 3/4	3 1/4	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	9 1/16	A A	12 9/16	36	Stk	Shoe	16	69 1/2	440	Eaton.....74F
Eaton.....75F	T & B	8000	1040	I-S	3 3/4	3 1/4	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	9 1/16	A A	12 13/16	40	Stk	Shoe	17	70 1/4	574	Eaton.....75F
Eaton.....6000F	T & B	7500	1035	I-S	4 1/4	2 3/4	Rev. Ell.	Roller	Ball	Plain	Mol	3135	0	2 1/2	0	Yes	R A	Y&P	10 5/8	A A	5 7/8	34	Stk	IA	16 7/8	66 1/8	578	Eaton.....6000F
Eaton.....6101F	T & B	7500	1035	I-S	4	2 3/4	Rev. Ell.	Roller	Ball	Plain	Mol	3135	0	1	0	Yes	R A	Y&P	8 1/32	A A	10 5/8	36	Stk	IA	16 7/8	71		Eaton.....6101F
Eaton (Torb).....750F	Trucks	2000	1040	I-S	2 3/8	1 3/4	Elliott	Roller	Plain	Plain	Spec	3135	0	2	0	Yes	R A	Y&P	7 5/8	A A	9 7/8	32	N-P	None	None	.56	105	Eaton (Torb).....750F
Eaton (Torb).....751F	Trucks	2000	1040	I-S	2 3/8	1 3/4	Elliott	Roller	Plain	Plain	2330	3135	0	2	0	Yes	R A	Y&P	7	A A	9 7/8	32	N-P	None	None	56	75	Eaton (Torb).....751F
Eaton (Torb).....AA3B	Trucks	2500	1040	I-S	2 5/8	2	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y&P	7 11/16	A A	11	34	N-P	None	None	56	125	Eaton (Torb).....AA3B
Eaton (Torb).....AA4B	Trucks	2500	1040	I-S	2 5/8	2	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y&P	7 11/16	A A	6 7/8	34	N-P	None	None	60	123	Eaton (Torb).....AA4B
Eaton (Torb).....AA5B	Trucks	2500	1040	I-S	2 1/2	2	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y&P	7 11/16	A A	6 7/8	34	N-P	None	None	60	123	Eaton (Torb).....AA5B
Eaton (Torb).....CC3B	Trucks	3000	1040	I-S	2 3/4	2 1/4	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y&P	7 1/16	A A	13 1/16	36	N-P	None	None	56	180	Eaton (Torb).....CC3B
Highway Trailer.....2301	Trucks	Var	1035	I-S	2 1/2	1 3/4	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y&P	6 13/16	A A	12	34	N-P	None	None	56	Var	Highway Trailer.....2301
Highway Trailer.....2302	Trucks	Var	1035	I-S	2 3/4	2	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y&P	6 3/8	A A	15	36	Opt	Int	17	56*	Var	Highway Trailer.....2302
Highway Trailer.....1803	Trucks	Var	1035	I-S	3 3/8	2 1/4	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y&P	7 1/4	A A	14 1/2	36	Opt	Int	17	60*	Var	Highway Trailer.....1803
Highway Trailer.....1901	Trucks	Var	1035	I-S	3 3/8	2 1/4	Elliott	Roller	Roller	Ball	3135	3135	0	1 1/2	0	No	R A	Y&P	6 3/8	A A	15	36	Opt	Int	17	56*	Var	Highway Trailer.....1901
Highway Trailer.....2005	Trucks	Var	1035	I-S	4*	2 1/2*	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y&P	6 13/32	A A	14°	36°	Opt	Int	20	61 1/2*	Var	Highway Trailer.....2005
Shuler.....5410, 350	Trucks°	3600	1035	I-S	2 3/4°	2	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	12°	32°	N-P	N-P	None	56*	130	Shuler.....5410, 350
Shuler.....715	Trucks	10000	1035	I-S	3 5/8°	2 1/16°	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/2°	34	N-P	N-P	None	64 3/4*	315°	Shuler.....715
Shuler.....710-B	Buses	10000	1035	I-S	3 1/2	2 1/16	Elliott	Ball	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6 1/2	34	N-P	N-P	None	70*	320	Shuler.....710-B
Shuler.....550	Trucks	4600	1035	I-S	2 3/4	2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	13	34	N-P	N-P	None	58*	185	Shuler.....550
Shuler.....5550B, 5550	Trucks°	5000	1035	I-S	3 3/16	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	12 3/8°	34	N-P	N-P	None	58*	205°	Shuler.....5550B, 5550
Shuler.....5425, 26, 27	Trucks	3000	1035	I-S	2 3/4	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	16	56 1/4*		Shuler.....5425, 26, 27
Shuler... 5428,29,30,31,32	Trucks	3600	1035	I-S	2 3/4	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	16	56 3/4*		Shuler... 5428,29,30,31,32
Shuler... 5531,32,31B,32B	Trucks	4200	1035	I-S	3 3/16	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	16	58*		Shuler... 5531,32,31B,32B
Shuler.....5570,71,72	T & B°	5000	1035	I-S	3 1/16	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	18°	58*		Shuler.....5570,71,72
Shuler.....5570B,71B,72B	T & B	5000	1035	I-S	3 3/16	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	18°	62*		Shuler.....5570B,71B,72B
Shuler.....5510	Trucks	4200	1035	I-S	3	2 3/8	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	12 3/8	34	N-P	N-P	None	58*	190	Shuler.....5510
Shuler.....610B, 5510-B	Buses	4200	1035	I-S	3 1/2°	2 1/4°	Elliott	Roller	Ball°	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	9°	34	N-P	N-P	None	60*	210°	Shuler.....610B 5510-B
Shuler.....650	Trucks	8400	1035	I-S	3 1/2	2 1/2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	13 1/2	34	N-P	N-P	None	64 1/2*	290	Shuler.....650
Shuler.....310, 5400, 5405	Trucks	3000	1035	I-S	2 3/4°	2°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/4°	34°	N-P	N-P	None	56*	120	Shuler.....310, 5400, 5405
Shuler.....650-B	Buses	8400	1035	I-S	3 1/2	2 1/8	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6 1/2	34	N-P	N-P	None	64 1/2*	300	Shuler.....650-B
Shuler.....655	Trucks	8400	1035	I-S	3 5/8	2 1/8	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/2	34	N-P	N-P	None	66 1/2*	310	Shuler.....655
Shuler.....615	Trucks	6000	1035	I-S	3 5/8	2 1/16	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/2	34	N-P	N-P	None	66 1/2*	255	Shuler.....615
Shuler.....510	Trucks	3600	1035	I-S	2 3/4	2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			N-P	N-P	None	58	180	Shuler.....510
Shuler.....610	Trucks	6000	1035	I-S	3 1/2	2 1/2	Elliot	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			N-P	N-P	None	64 1/2	262	Shuler.....610
Shuler.....678	Trucks	8400	1035	I-S	3 5/8	2 1/16	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			Stk	Int	17 1/2	67 1/2		Shuler.....678
Shuler.....5520-B	T & B	4200	1035	I-S	3 1/16	2 1/4	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			N-P	N-P	None	62	215	Shuler.....5520-B
Shuler.....5542-B, 5548-B	T & B	4200°	1035	I-S	3 3/16	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			Stk	Int. H	16	62		Shuler.....5542-B, 5548-B
Shuler.....5573, 5573-B	T & B	5000	1035	I-S	3 3/16	2 1/4	Elliot	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			Stk	I A	17 1/2	62		Shuler.....5573, 5573-B
Shuler.....5560-B	T & B	5000	1035	I-S	3 3/16	2 1/4	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			N-P	N-P	None	62	225	Shuler.....5560-B
Shuler.....710	Trucks	10000	1035	I-S	3 1/2	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			N-P	N-P	None	60 3/4	200	Shuler.....710
Shuler.....633, 633-B	T&B	6000	1035	I-S	3 1/2	2 1/2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A			Stk	IA	17 1/2	64 1/2		Shuler.....633, 633-B
Timken.....12703	Trucks	†2500	1040	I-S	2 7/8	1 7/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1		Yes	R A	Ball	7 1/8	A A			Opt	Int		58 1/8°		Timken.....12703
Timken.....23000	Cars		1040	I-S	2 7/16	2 1/16	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1	1/2	Yes	R A	Ball	7 1/8	A A			Opt...	Int		57 1/4		Timken.....23000
Timken.....14703	Trucks	†3500	1040	I-S	3	2 1/2	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1	1/2	Yes	R A	Ball	8	A A			Opt	Int		60 3/8		Timken.....14703
Timken.....16302	Trucks	†6500	1040	I-S	3 5/8	2 1/2	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1°	Yes	R A	Ball	9	A A			N-P			69 1/2		Timken.....16302
Timken.....15300	Trucks	†4500	1040	I-S	2 3/4	2 1/4	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1°	Yes	R A	Ball	8	A A			N-P			63		Timken.....15300
Timken.....15302	Trucks	†4500	1040	I-S	2 3/4	2 1/4	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1	Yes	R A	Ball	8	A A			N-P			63		Timken.....15302
Timken.....26450	Trucks	6500†	1040	I-S	3 7/8	2 3/8	Rev.Ell.	Roller	Roller	Plain	3130	3130	1	1	0	Yes	R A	Ball	9 1/8	A A			Opt	Int	17 1/4	71		Timken.....26450
Timken.....17300	Trucks	†8200	1040	I-S	4 1/8	2 3/4	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1	Yes	R A	Ball	9 1/2	A A			N-P			71 3/4		Timken.....17300
Timken.....15733	Trucks	†4500	1040	I-S	3	2 1/2	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8 5/8	A A			Opt	Int		61 1/2°		Timken.....15733
Timken.....16700	Trucks	†6500	1040	I-S	3 7/8	2 5/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8 1/8	A A			Opt	Int		64 1/2°		Timken.....16700
Timken.....16300	Trucks	†6500	1040	I-S	3 5/8	2 1/2	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1	Yes	R A	Ball	9	A A			N-P			69 1/2		Timken.....16300
Timken.....1660	Buses	†9000	1040	I-S	3 1/16	2 3/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1 1/2	1	Yes	R A	Ball	9	A A			Opt	Int		Opt		Timken.....1660
Timken.....21000	Cars		1040	I-S	2 1/16	1 5/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1	1/2	Yes	R A	Ball	7 1/8	A A			Opt	Int		57 3/4		Timken.....21000
Timken.....11703		2000	1040	I-S	2 1/2	1 7/8	Elliott	Roller	Roller	Plain	3130	3130	7 1/2	1	1	Yes	R A	Ball	7 1/8	A A			Opt	Int		56 3/8		Timken.....11703

ABBREVIATIONS:
°—Dimensions Optional
°—Also Others
†—Maximum Permissible Load on Pneumatic Tires at the Road
§—1929 Specifications

AA—Above Axle
ASt—Alloy Steel
B—Buses
B-P—Ball or Plain
B-R—Ball or Roller.
C—Cars
E-H—External Hydraulic
Ext—External
H—Hydraulic
IA—Internal Air Operated
I-M—Internal Mechanical
Int—Internal
I-S—"I" Section
Mol—Molybdenum
N-P—No Provision
Opt—Optional
R A—Rear of Axle
Rev. Ell.—Reverse Elliott
Spec—Special
Stk—Standard Equipment
T—Trucks
Tr—Tractor
Tub—Tubular
Var—Variable
Y&P—Yoke and Pin

AMERICAN STOCK CLUTCHES

MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (Ins.)	DIAMETER OF FACING		No. of Driving Members	No. of Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVE TAKEN BY		Means of Adjustment	Is Clutch Brake Provided	Ball Housing (S.A.E.) (Nos.)	Weight (Lbs.)
						Maximum (Ins.)	Minimum (Ins.)					Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage			From Flywheel to Driving Members of Clutch	Fr'm Driv'g Memb's of Clutch to Driving Shaft of Clutch				
Borg & Beck	9R	Cars	125	S P.	Mo	3.75	8.87	6.12	2	1	Steel	9	1100	1100	34	275	10 3/16	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	14½
Borg & Beck	9RD	Cars	125	S P.	Mo	3.75	8.87	6.12	2	1	Steel	6	1100	1100	34	275	11¼	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	15½
Borg & Beck	9A1	Cars	125	S P.	Mo	3.75	8.87	6.12	2	1	Steel	6	1100	1100	34	275	11¼	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	14¾
Borg & Beck	10R	Cars	160	S P.	Mo	4.0	9.87	6.12	2	1	Steel	9	1400	1400	30	350	11 1/16	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	18½
Borg & Beck	10RD	Cars	140	S P.	Mo	4.15	9.87	6.75	2	1	Steel	6	1100	1100	27	260	12¼	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	19½
Borg & Beck	10A1	Cars	175	S P.	Mo	4.00	9.87	6.12	2	1	Steel	9	1665	1665	35	350	12¼	Opt.	L.O.P	Splines	None	No.	1,2,3,4,5	18
Borg & Beck	10QD	Cars	155	S P.	Mo	4.15	9.87	6.75	2	1	Steel	1	275	1300	33	325	10¼	Opt.	Pins	Splines	S.C.P	No.	1,2,3,4,5	19
Borg &.Beck	10QLD	Cars	155	S P.	Mo	4.15	9.87	6.75	2	1	Steel	1	275	1300	33	325	10¼	Opt.	Pins	Splines	S.C.P	No.	1,2,3,4,5	19
Borg & Beck	10QWD	Cars, T.	175	S P.	Mo	4.0	9.87	6.12	2	1	Steel	1	300	1590	34	350	10¼	Opt.	Pins	Splines	S.C.P	No.	1,2,3,4,5	20
Borg & Beck	10QLWD	Cars, T.	175	S P.	Mo	4.0	9.87	6.12	2	1	Steel	1	300	1590	34	350	10¼	Opt.	Pins	Splines	S.C.P	No.	1,2,3,4,5	20
Borg & Beck	11	Cars	200	S P.	Mo	4.41	10.87	6.75	2	1	Steel	1	300	1590	28	350	11¼	Ball-T.	Pins	Splines	S.C.P	No.	1,2,3,4	23
Borg & Beck	11QL	Cars	200	S P.	Mo	4.41	10.87	6.75	2	1	Steel	1	300	1590	28	350	11¼	Opt.	Pins	Splines	S.C.P	No.	1,2,3,4	24½
Borg & Beck	12Q	Cars, T.	250	S P.	Mo	4.78	11.87	7.25	2	1	Steel	1	300	1590	23	350	12¼	Opt.	Pins	Splines	S.C.P	No.	1,2,3	33
Borg & Beck	12QL	Cars, T.	250	S P.	Mo	4.78	11.87	7.25	2	1	Steel	1	300	1590	23	350	12¼	Opt.	Pins	Splines	S.C.P	No.	1,2,3	35
Borg & Beck	FGX	T & B	200	S P.	Wo	4.78	11.87	7.25	2	1	Steel	1	275	2200	31.6	300	13 3/16	Ann B.	Pins	Splines	S.C.P	Yes	1,2,3	37
Borg & Beck	RGY	T & B	200	S P.	Wo	4.78	11.87	7.25	2	1	Steel	1	275	2200	31.6	300	13¼	Ann B.	Pins	Splines	S.C.P	Yes	1,2,3	36
Borg & Beck	FJX	T & B	400	S P.	Wo	5.41	13.87	7.25	2	1	Steel	1	350	2625	25	400	15½	Ann B.	Pins	Splines	S.C.P	Yes	1,2	62
Brown-Lipe	65	T & B, Tr	Var.	M D.	Mo	3 92	9 45	6 45	13	13	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	1, 2, 3.	Var.
Brown-Lipe	70	T & B, Tr	Var.	M D.	Mo	3 92	9 45	6 45	14	14	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	1, 2, 3.	Var.
Brown-Lipe	20	C & T	Var.	M D.	Wo	3.65	8 43	6.25	3	3	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	3, 4.	Var.
Brown-Lipe	30	C & T	Var.	M D.	Wo	3.65	8 43	6.25	4	4	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	2, 3, 4.	Var.
Brown-Lipe	35	C, T, B Tr	Var.	M D.	Wo	3 65	8 43	6 25	5	5	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes.	2, 3, 4.	Var.
Brown-Lipe	51	C, T, B Tr	Var.	M D.	Wo	3 65	8 43	6 25	6	6	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes.	2, 3.	Var.
Brown-Lipe	55	T, B, Tr	Var.	M D.	Wo	3 65	8.43	6 25	7	7	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes.	1, 2, 3.	Var.
Brown-Lipe	61	C, T & B	Var.	M D.	Mo	3.92	9 25	6 45	10	10	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	Sp B.	Yes.	2, 3.	Var.
Brown-Lipe	60	T, B & Tr	Var.	M D.	Wo	3 65	8 43	6 25	8	8	Steel	2	Opt.	Opt.	Opt.	Opt.	11½	Ball T.	Gear T.	Keys	So B.	Yes.	1. 2. 3.	Var.
Brown-Lipe	10	C, T.	Var.	S P.	Wo	4.15	9.87	6.75	1	1	Cast I.	1	Opt.	Opt.	Opt.	Opt.	11¼	Ball T.	Lugs	Splines	ThR.	Yes.	3, 4, 5.	27½
Brown-Lipe	12	C, T & B	Var.	S P.	Wo	4.77	11.87	7.25	1	1	Cast I.	1	Opt.	Opt.	Opt.	Opt.	13 3/16	Ball T.	Lugs	Splines	ThR ..	Yes	1, 2, 3	41
Brown-Lipe	14	T, B, Tr.	Var.	S P.	Wo	5.25	13.75	7.37	1	1	Cast I.	2	Opt.	Opt.	Opt.	Opt.	15½	Ball T.	Lugs	Splines	ThR.	Yes.	1, 2	64
Brown-Lipe	13	T,B,Tr.	....	S P.	Wo	....	13.00	7.37	2	2	Cast I.	1	Var.	Var.	40	500	15½	Ball T.	Pins	Splines	Th R.	Yes	1, 2	79½
Cotta Gear	8	T, Tr	Var.	M D.	Wo	3 78	9 00	6 12	8	9	Steel	1	700	700	20.5	700	11½	Ann B.	Gear T.	Splines	ThR.	No.	Opt.	73
Cotta Gear	4	T & Tr	Var.	M D.	Wo	3 88	9.00	6.12	4	5	Steel	1	700	700	20.5	700	11½	Ann B.	Splines	Splines	Sp B.	No.		50
Covert	JUC	C, T & B	150	M D.	Mo	3.68	8 25	8 25	5	6	.....	3	375	Var.	Var.	Var.	11½	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3, 4	Var.
Covert	DC-9	T & B	280	M D.	Mo	3 68	8 25	8 25	9	10	.....	3	342	Var.	Var.	Var.	11¾	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3.	Var.
Detlaff	JA	Cars	110	M D.	Wo	2.68	7.87	5.43	3	2	Steel	3	300	300	1.9	300	10	Ann B.	Pins	Pins	Sp B.	Yes.	3, 4, 5.	15
Detlaff	M	Cars	200	M D.	Wo	3.71	8.37	6 50	4	4	Steel	4	360	360	2.05	360	11½	Ball T.	Gear T.	Gear T.	None	No.	1,2,3,4,5	30
Detlaff	D & H	C, T, B & Tr.	500	M D.	Wo	3.71	8 37	6.50	9*	9*	Steel	3	500	500	Var.	500	11½	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3.	55
Fuller	1-SC-10	T, B & Tr.	Var.	M D.	Wo	3.50	8 16	5 87	5	4	Steel	1	550	550	Var.	550	.....	Ann B.	Gear T.	Pins	None	No.	1,2,3,4,5	83
Fuller	1-SC-12	T, B & Tr.	Var.	M D.	Wo	3.50	8 16	5.87	6	5	Steel	1	550	550	Var.	550	.....	Ann B.	Gear T.	Pins	None	No.	1,2,3,4,5	87
Fuller	1-SC-14	T, B & Tr.	Var.	M D.	Wo	3 50	8 16	5 87	7	6	Steel	1	550	550	Var.	550	.....	Ann B.	Gear T.	Pins	None	No.	1,2,3,4,5	89
Fuller	1-SC-16	T, B & Tr.	Var.	M D.	Wo	3.50	8 16	5.87	8	7	Steel	1	550	550	Var.	550	.....	Ann B.	Gear T.	Pins.	None	No.	1,2,3,4,5	93
Fuller	1-SC-16	Buses	Var.	M D.	Mo	3 50	8 16	5.87	8	7	Steel	1	350	350	Var.	350	.....	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	75
Fuller	1SC-12-10	T, B & Tr.	....	M D.	Wo	4.15	9 87	6.75	6	5	Cast I.	1	725	725	1.48	725	.....	Ann B.	Gear T.	Pins	None.	No.	1, 2, 3.	90
Fuller	1-SC-12-8½	T,B,Tr	220	MD.	Wo		8.5	6.00	6	5	Steel	6	510	510	1.50	510	.....	Ann B.	Gear T.	Gear T.	Sp. B	No.	1,2,3,4,5	.....
Fuller	1-SC-18-8½	T,B,Tr	435	MD.	Wo		8.5	6.00	9	8	Steel	6	750	750	1.46	750	.....	Ann B.	Gear T.	Gear T.	Sp. B	No.	1,2,3,4,5	.....
Fuller	1-SC-16-8½	T,B,Tr	350	MD.	Wo		8.5	6.00	8	7	Steel	6	660	660	1.45	660	.....	Ann B.	Gear T.	Gear T.	Sp. B	No.	1,2,3,4,5	.....
Fuller	1-SC-14-8½	T,B,Tr.	280	MD.	Wo		8.5	6.	7	6	Steel	6	600	600	1.50	600	.....	Ann B.	Gear T.	Gear T.	Sp. B	No.	1,2,3,4,5.	.....
Hele-Shaw	5	T,B&Tr.	200	Mo		None.	None.	None.	15	14	Br&St	1	250	250	.....	250	10½	Ann B.	Splines	Splines	Th R.	Yes		58
Hele-Shaw	6, 7	T,B&Tr.	300°	Mo		None.	None.	None.	12°	11°	Br&St	1	400	400	.....	400	12¾	Ann B.	Splines	Splines	Th R.	Yes		82°
Hele-Shaw	8, 10	T,B&Tr.	580°	Mo		None.	None.	None.	16°	15°	Br&St	1	450	450	.....	450	15½	Ann B.	Splines	Splines	Th R.	Yes		150°
Hele-Shaw	150HP	T,B&Tr.	1000	Mo		None.	None.	None.	14	14	Br&St	1	600	600	.....	600	21½	Ann B.	Splines	Splines	None.			500
Hillard	XDG	T, B, Tr.	400	M D.	Wo	5 00	10 68	6.87	2	2	Steel	1	375	1875	12.0	375	13¾	Ann B.	Gear T.	Gear T.	S C P.	Yes.	2, 3.	62
Hillard	S-6	T, B, Tr.	500	M D.	Wo	5.00	12.00	8.00	3	3	Steel	1	375	1875	16.0	375	15¼	Ann B.	Gear T.	Gear T.	S C P.	Yes.	Opt.	117
Hillard	S-8	T, B, Tr.	625	M D.	Wo	5 00	12.00	8.00	4	4	Steel	1	375	1875	23 0	375	15½	Ann B.	Gear T.	Gear T.	S C P.	Yes.	None...	124
Hillard	Bus 14	Buses	400	S P.	Mo		13.87	7.25	1	1	CI&S.	15	3000	3000	49	600	15¾	Ann B.	Pins.	Splines	Cam	Yes	1,2.	50
Hillard	Bus 16	Buses	500	S P.	Mo		15.87	9.25	1	1	CI&S.	15	3000	3000	25	500	17¾	Ann B.	Pins.	Splines		Yes	1,2.	60
Jones	CX 8½	Cars	Var.	S P.	W-M.	3.34	8.5	4.87	1	1	Cast I.	12	Var.	Var.	18.2	170	10	Ann B.	Studs	Splines	None	No.	4. 5.	17
Jones	CX 10	C, T & B	Var.	S P.	W-M.	3.93	9.87	5.87	1	1	Cast I.	12	Var.	Var.	19.4	160	11¼	Ann B.	Studs	.....	None.	No.	3, 4, 5.	20
Jones	CX 11	C, T & B	Var.	S P.	W-M.	4.30	10.87	6.37	1	1	Cast I.	12	Var.	Var.	16 7	170	12¼	Ann B.	Studs	.....	None.	No.	3, 4.	25
Jones	CX-12	C, T & B.	Var.	S P.	W-M.	4.69	11 87	6.87	1	1	Cast I.	12	Var.	Var.	14 7	270	13¼	Ann B.	Studs	Splines	None.	No.	2, 3.	28
Jones	C12D	T & B.	Var.	M D.	W-M.	4.87	12.00	7.50	2	2	Cast I.	12	Var.	Var.	14.7	270	14	Ann B.	Studs	Splines	None.	No.	2, 1.	60
Jones	20	T,B.	730	M D.	W-M.		11.75	6.75	2	2	Steel	24	Var.	Var		400	15½	Ball T.	Gear T.	Splines	Sp. B	No.		
Jones	29	C,T,B.	530	M D.	W-M.		8 87	5.25	2	2	Steel	12	1500	1500		500	11¼	Ball T.	Gear T.	Splines	Sp. B	No.		
Jones	31	C,T.	230	S P.	W-M.		9.87	5.00	1	1	Steel	12	Var.	Var.		250	11 11/16	Ball T.	R.C.S	Splines	Sp. B	No.		19
Jones	35	C,T.	200	S P.	W-M.		8.87	6.37	1	1		12	Var.	Var.		250	11 11/16	Ball T.	R.C.S.	Splines	Sp.B	No.		17
Jones	37	C,T,B.	360	S P.	W-M.		10.87	6.37	1	1	Steel	12	Var.			250	12¾	Ball T.	R.C.S.	Splines	Sp. B.	No.		
Jones	C10 D	C, T & B.	.....	M D.	W-M.	4.19	10.00	6.75	3	2	Cast I.	6	Var.	Var.	19.6	210	11 5	Ann B.	.....	Splines	None	No.	3, 4.	31
Jones	16		219	S P.	W-M.		9.87	6.37	1	1	Cast I	12	1080	1080	24 2	265	11 1/16	Ball T.	Pins.	Splines	S C P.	No.	Opt.	
Jones	17		224	S P.	W-M.		9.87	6.75	1	1	Cast I	12	1080	1080	26.5	265	11½	Ball T.	Pins.	Splines	S C P.	No.	Opt.	
Jones	18	Cars	334	S P.	W-M.		8.12	4.62	3	2	Cast I	12	1080	1080	30.7	463	9¾	Ann B.	Gear T.	Splines	None.	No.	Opt.	25
Long	8-AB	Cars	140	S P.	Mo	3.69	9.25	5.5	2	1	Steel	9	Var.	Var.	Var	Var.	10½	B.T.	Rim	Splines	None.	No.	5	16
Long	9-AB	C,T.	185	S P.	Mo	3.88	10.00	5.5	2	1	Steel	12	Var.	Var.	Var.	Var.	11 3/16	B.T.	Rim	Splines	None.	No.	5	18
Long	9-A	C,T.	170	S P.	Mo	3.81	9.75	5.5	2	1	Steel	12	Var.	Var.	Var.	Var.	11¾	B.T.	Studs	Splines	None.	No.	5	19½
Long	11-A	C,T.	200	S P.	Mo	4.38	11.00	6.5	2	1	Steel	12	Var.	Var.	Var.	Var.	13	B.T.	Studs	Splines	None.	No.	4	23½
Long	11-AB	C,T.	225	S P.	Mo	4.25	11.00	6.00	2	1	Steel	12	Var.	Var.	Var.	Var.	12 5/16	B.T.	Rim	Splines	None.	No.	4	28
Long	28-A	C,T & B	225	MD.	Mo	3.63	8.75	5.75	3	2	Steel	12	Var.	Var.	Var.	Var.	10¾	B.T.	Studs	Splines	None.	No.	5	27
Long	29-A	C,T & B	275	MD.	Mo	4.00	9.75	6.25	3	2	Steel	12	Var.	Var.	Var.	Var.	11¾	B.T.	Studs	Splines	None.	No.	5	32
Long	31-A	T,B.	275	MD.	Mo	4.38	11.00	6.5	3	2	Steel	12	Var.	Var.	Var.	Var.	13	B.T.	Studs	Splines	None.	No.	4	39
Long	34-A	T,B.	500	MD.	Mo	5.25	13.75	7.25	3	2	Steel	18	Var.	Var.	Var.	Var.	16	B.T.	Studs	Splines	None.	No.	3	85
Merchant & Evans	8US	Cars	1500	S P.	Wo	3.31	7 87	5 37	2	1	Cast I.	6	1200	1200	46 0	185	9¼	Ball T.	Pins	Splines	Step R	No.	1, 6.	14
Merchant & Evans	12US	C, T & B	2500	S P.	Wo	5.00	11.87	8.25	2	1	Cast I.	6	1200	1200	21.0	150	13 3/16	Ball T.	Pins	Splines	Step R	No.	1, 2, 3, 4.	22
Merchant & Evans	12UD	C, T & B	3500	M D.	Wo	4 87	11.18	7.18	3	2	Cast I.	6	1200	1200	21 0	150	13 3/16	Ball T.	Pins.	Splines	Step R	No.	1, 2, 3, 4.	24
Merchant & Evans	10US	C, T & Tr.	2000	S P.	Wo	4.15	9.87	6.75	2	1	Cast I.	6	1200	1200	29.0	150	11¼	Ball T.	Pins.	Splines	Step R	No.	1, 2, 3, 4.	18
Rockford	9C-1	C,T,B&Tr.	150	S P.	Mo	3.71	8 87	6.00	2	1	Al St.	6	930	930	26.7	204	10 1/16	Ball T.	Pins.	Splines	S C P.	No.	2,3,4,5	.....
Rockford	10II, 10II-1	C,T,B&Tr.	150	S P.	Mo	4.18	9 87	6.87	2	1	Al St.	6	1020	1020	29.9	215	11 1/16	Ball T.	Pins.	Splines	S C P.	No.	2,3,4,5	.....
Rockford	9II, 9II-1	C,T,B&Tr.	100	S P.	Mo	3.71	8.87	6.00	2	1	Al St.	6	930	930	26.7	204	10 1/16	Ball T.	Pins.	Splines	S C P	No.	2,3,4,5	.....
Rockford	9RR	Cars, T.	125	S P.	Mo		8.87		1	1	Al.St.	6	930	930	25.0		10 1/16	Ball T.	Studs	Splines	SCL.	No.	2,3,4,5	.....
Rockford	11-II	C,T&Tr.	250	S P.	Mo		10.87		1	1	Al St.	9	620	1620	28.0			Ball T.	Studs	Splines	SCL.	No.	2,3,4,5	.....
Rockford	12-II	C,T&Tr.		S P.	Mo		11.87		1	1	Al St.	9	620	1620	28.0			Ball T.	Studs	Splines	SCL.	No.	2,3,4,5	.....
Yellow	YZ	Buses	500	S P.	Wo	5.41	14.25	7.37	2	1	Steel	20	2200	2200	18.8	418	17¼	Ball T.	Studs	Splines	Nuts.	No.	No.	76
Yellow	Z-240	Buses	350	Wo		15.5	8.12	2.00	2	1	Steel	21	1325	1325	9.68	233	17¾	Ball T.	Studs	Splines		Yes		98

ABBREVIATIONS:

°—Others also.
*—Varies According to Load.
AlSt—Alloy Steel.
Ann B—Annular Ball.
Ball T—Ball Thrust.
B—Buses.
Br & St—Bronze and Steel.
C—Cars.
Cast I—Cast Iron.
CI&S—Cast Iron and Steel.
Gear T—Gear Teeth.
Lea—Leather.
L.O.P.—Lugs on Pressure Plate.
MD—Multiple Dry Disc.
MO—Multiple Disc in Oil.
Mo—Molded Composition.
Opt—Optional.
R.C.S.—Retaining Cap Screws.
SCL—Screws in Clutch Levers.
SCP—Screws on Cover Plate.
Self A—Self Adjusting.
Step R—Stepped Ring.
SP—Single Plate.
Sp B—Spring Bolts.
T—Trucks.
Tr—Tractors.
Th R—Threaded Ring.
Var—Varies.
W-M—Woven Fabric and Molded.
Wo—Woven Fabric.

AIRPLANES OF THE WORLD

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seating Capacity and No. of Passengers	POWER PLANT				PERFORMANCE			OVERALL		WING DIMENSIONS						MATERIAL					WEIGHTS	
					Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb in First Minute (Ft.)	Length (Ft. Ins.)	Height (Ft. Ins.)	Span		Chord		Area (Sq. Ft.)	Stagger (Ins.)	Wings			Fuselage		Loaded (Lbs.)	Net Pay Load (Lbs.)
														Upper (Ft. Ins.)	Lower (Ft. Ins.)	Upper (Ft. Ins.)	Lower (Ft. Ins.)			Ribs	Spars	Covering	Structure	Covering		
AMERICAN																										
Aeromarine Klemm	AKL-25-A	Tr.Mo.	La-Ma.	El-Tr.	2-1	1-Salmson	AD9	40	A-Rad.	2150	85	33	400	24-6		40-2		5-5		210		LaWd.	Wd.	W&F.	Wd.	LaWd.	1325	250
Aeromarine Klemm	AKL-26-A	Tr.Mo.	La-Ma.	Sport	2-1	1-LeBlond	60	65	A-Rad.	2000	95	35	750	24-0		40-2		5-5		210		LaWd.	Wd.	W&F.	Wd.	LaWd.	1530	217
Aeromarine Klemm	AKL-26-A	Tr.Mo.	Seap.	Sport	2-1	1-LeBlond	60	65	A-Rad.	2000	87	38	600	24-9		40-2		5-5		210		LaWd.	Wd.	W&F.	Wd.	LaWd.	1650	210
Alexander Eaglerock	A3	Tr.Bi.	La-Ma.	Comm	3-2	1-Hispano Suiza	A	150	W-Vee.	1500	125	41	554	23-10	9-10	36-8	32-8	5-0	5-0	336.7		Wd.	Wd.	Fab.	Met.	Fab.	2618	750
Alexander Eaglerock	A12	Tr.Bi.	La-Ma.	Comm	3-2	1-Comet		150	A-Rad.	1800	121	37	840	23-10	9-10	36-8	32-8	5-0	5-0	336.7		Wd.	Wd.	Fab.	Met.	Fab.	2618	.....
Alexander Eaglerock	A13	Tr.Bi.	La-Ma.	Comm	3-2	1-Curtiss Challenger		170	A-Rad.	1850	130	39	860	23-10	9-10	36-8	32-8	5-0	5-0	336.7		Wd.	Wd.	Fab.	Met.	Fab.	2618	750
Alexander Eaglerock	A14				3-2	1-Wright	J6	165	A-Rad.	1850	130	39	860	23-10	9-10	36-8	32-8	5-0	5-0	336.7		Wd.	Wd.	Fab.	Met.	Fab.	2618	750
Alexander Eaglerock	A15				3-2	1-Kinner	K5	100	A-Rad.	1750	115	36	500	23-10	9-10	36-8	32-8	5-0	5-0	336.7		Wd.	Wd.	Fab.	A-M.	Fab.	2216	340
American Eagle	A1	Tr.Bi.	La-Ma.	El-Tr.	3-2	1-Curtiss	OX5	90	W-Vee.	1450	95	34	500	25-1	8-4	30-0	30-0	5-2½	5-2½	303	12½	Wd.	Wd.	Fab.	A-M.	Fab.	2100	425
American Eagle	Wallace T.	Tr.Mo.	La-Ma.	Sport, Pa.	3-2	1-Kinner	K5	100	A-Rad.	1800	115	43	800	24-0	8-0	37-0		5-10		212		Wd.	Wd.	Fab.	A-M.	Fab.	2623	405
American Eagle	Phaeton 39	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright Whirlwind	J6-5	165	A-Rad.	1850	135	35	816	23-6	9-5½	31-0	29-10	5-3	5-3	292	30	Wd.	Wd.	Fab.	A-M.	Fab.	2834	405
American Eagle	Phaeton 39	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright Whirlwind	J-5	225	A-Rad.	2000	142	40	1200	23-6	9-5½	31-0	29-10	5-3	5-3	292	30	Wd.	Wd.	Fab.	A-M.	Fab.	2846	405
American Eagle	Phaeton 39	Tr.Bi.	La-Ma.	Pa.	3-2	1-Hispano Suiza	E	180	W-Vee.	1500	130	40	700	23-6	9-5½	31-0	29-10	5-3	5-3	292	30	Wd.	Wd.	Fab.	A-M.	Fab.	2846	405
American Eagle	Phaeton 39	Tr.Bi.	La-Ma.	Pa.	3-2	1-Kinner	K5	90	A-Rad.	1800	105	30	900	24-6	8-0	30-0	30-0	5-3	5-3	303	12½	Wd.	Wd.	Fab.	A-M.	Fab.	2020	340
American Eagle	A1-29	Tr.Bi.	La-Ma.	Pa.	3-2	1-Kinner	K5	100	A-Rad.	1850	118	38	1200	19-0	7-8	28-3½		4-6¾		127		None.	Ply-Wd.	Wd.	Fab.	St-T	1410	170
Air-istocrat	SP7	Tr.Mo.	La-Ma.	Sp,Adv.Tr°	2-1	1-Kinner	K5	100	A-Rad.	1850	128	40	1200	19-0	7-8	28-3½		4-6¾		127		None.	Ply-Wd.	Wd.	Fab.	St-T	1410	170
Air-istocrat	SP8	Tr.Mo.	La-Ma.	Sp,Adv.Tr°,	2-1	1-Warner Scarab		110	A-Rad.	1800	100	38	700	19-0	7-8	28-3½		4-6¾		127		None.	Ply-Wd.	Wd.	Fab.	St-T	1355	170
Air-istocrat	SP9	Tr.Mo.	La-Ma.	El-Tr.	2-1	1-LeBlond	60	65	A-Rad.	1800	110	38	900	19-0	7-8	28-3½		4-6¾		127		None.	Ply-Wd.	Wd.	Fab.	St-T	1410	170
Air-istocrat	SP10	Tr.Mo.	La-Ma.	El-Tr.	2-1	1-LeBlond	90	90	A-Rad.	1800	100	30	900	19-3	7-5	25-10	25-4	4-1	4-1	184	29	Wd.	La-Wd.	Fab.	St-T	Fab.	1350	180
Arrow Sport	2A-L	Tr.Bi.	La-Ma.	Adv.Tr,Sp.	2-1	1-LeBlond	60	65	A-Rad.	1800	100	30	900	19-3	7-5	25-10	25-4	4-1	4-1	184	30½	Wd.	La-Wd.	Fab.	St-T	Fab.	1550	220
Arrow Sport	2A-K	Tr.Bi.	La-Ma.	Adv.Tr,Sp.	2-1	1-Kinner	K5-B	100	A-Rad.	1800	115	35	1000	19-7	8-2	25-10	25-4	4-1	4-1	184								
Bach	3-CT-8	Tr.Mo.	La-Ma.	Pa.	10-8	1-Pr. & Whit. Hornet		855	A-Rad.	2100	157	60	1180	36-10	9-9	58-5		Taper		490	None.	La-Wd.	La-Wd.	W&F	W&M.	W&F	8000	1570
Bach	3-CT-9	Tr.Mo.	La-Ma.	Pa.	10-8	1-Pr. & Whit°		875	A-Rad.	2100	162	60	1380	36-10	9-9	58-5		Taper		490	None.	La-Wd.	La-Wd.	W&F	W&M.	W&F	8000	1525
Bellanca	Pacemaker	Tr.Mo.	La-Ma.	Pa.	6-5	1-Wright	J-6	300	A-Rad.		145	48	1100	27-9		46-4								W&F	St-T	Fab.		.....
Bellanca	Seaplane	Tr.Mo.	Seap.	Pa.	6-5	1-Wright	J-6	300	A-Rad.		130		750	30-0		46-4								W&F	St-T	Fab.		.....
Berliner	BJ-29-1	Tr.Mo.	La-Ma.	Pa.	2-1	1-		115	A-Rad.	1900	108.2	50		26-3½	9-10	36-0		6-0		206.2		Wd.	Wd.	Fab.	St-T	Fab.	2000	.....
Bird Wing	Imperial	Tr.Bi.	La-Ma.	Pa,Sp,Ma°..	3-2	1-		165	A-..	2000	125	30	1000	22-4	8-7	31-4	31-4	5-3	5-3	303	10½	Wd.	Wd.	Fab.	A-M.	Fab.	2270	450
Boeing	P-12	Tr.Bi.	La-Ma.	Fi.Sc.	1-0	1-Pr. & Whit.	Wasp	450	A-Rad.	2100				20-1	10-4	30-0	26-4	5-0	3-9		32	Wd.	Wd.	Fab.	Al	M&F		.....
Boeing	F-4B	Tr.Bi.	La-Ma.	Deck	1-0	1-Pr. & Whit.	Wasp	450	A-Rad.	2100				20-1	10-4	30-0	26-4	5-0	3-9	470	32	Wd.	Wd.	Fab.	Al	M&F		.....
Boeing	204	Pu.Bi.	Fl.Bt..	Pa.	6-5	1-Pr. & Whit.	Wasp	410	A-Rad.	1900	115	60	500	32-6	12-0	39-8	39-6	6-7	6-7	470	None.	Wd.	Wd.	Fab.	Wd.	Wd.	5000	913
Boeing	40-B4	Tr.Bi.	La-Ma.	Ma,Pa.	5-4	1-Pr. & Whit.	Hornet	525	A-Rad.	1900	132	57	800	33-4	11-8½	44-4	44-4	6-7	6-7	545	None.	Wd.	Wd.	Fab.	St-T	M&F	6079	1253
Boeing	40-B	Tr.Bi.	La-Ma.	Ma,Pa.	3-2	1-Pr. & Whit.	Hornet	525	A-Rad.	1900	132	57	800	33-4	11-8½	44-4	44-4	6-7	6-7	545	None.	Wd.	Wd.	Fab.	St-T	M&F	6079	1436
Boeing	203	Tr.Bi.	La-Ma.	El-Tr,Sp.	3-2	1-Axelson	B	150	A-Rad.	1800	115	50	420	24-4	9-10	34-0	28-8	5-10	4-6	300	37	Wd.	Wd.	W&F	St-T	M&F	2726	491
Boeing	80-A	Tr.Bi.	La-Ma.	Ma,Pa.	20-18	3-Pr. & Whit.	Hornet	1575	A-Rad.	1900	137	60	900	55-0	15-2	80-0	64-10	10-0	7-4	1250	None.	Al	Al	Fab.	A&St.	M&F	17500	3870
Bourdon	Kitty Hawk B-2	Tr.Bi.	La-Ma.	Pa,Sp,Tr.	3-2	1-Yankee	7	105	A-Rad.	1628	110	38	1200	22-6	8-8	28-0	28-0	4-6	4-6	233.4	12	W&F.	Wd.	Fab.	St-T	Fab.	1899	357
Bourdon	Kitty Hawk B-4	Tr.Bi.	La-Ma.	Pa.,Tr.	3-2	1-Kinner	K5	90	A-Rad.	1810	115	38	1200	22-11	8-8	28-0	28-0	4-6	4-6	233.4	12	W&F.	Wd.	Fab.	St-T	Fab.	1875	362
Bryan	Morning Star	Tr.Bi.	La-Ma.	Sp,El-Tr°	2-1	1-LeBlond		65	A-Rad.	1800	110	37	1000	20-6	8-0	26-6	20-6	4-6	4-0	180	20	Wd.	Wd.	Fab.	St-T	Fab.	1250	345
						1-Warner		110	A-Rad.	1850	130	39	1500															
Bryan	Shooting Star	Tr.Bi.	La-Ma.	Ra-Ma.	2-1	1-Wright	5	150	A-Rad.	1800	155	50	1800	21-6	8-6	29-6	23-6	4-10	4-3	218	20	Wd.	Wd.	Fab.	St-T	Fab.	1550	320
Bryan	Star O'Th'Sea	Tr.Bi.	Amph.	Sp,El-Tr.	3-2	1-LeBlond	90	90	A-Rad.	1800	95	37	600	23-0	9-6	34-0	20-0	5-0	4-6	260	24	Wd.	Wd.	Fab.	St-T	La-Wd.		.....
Buhl Airsedans	CA-6	Tr.Bi.	La-Ma.	Pa.	6-5	1-Wright	R-975A	300	A-Rad.	2000	140	45	900	29-8	8-7	40-0	26-0	6-9	3-10	305	None.	Wd.	Wd.	Fab.	St-T	A&W	4500	1192
Buhl Airsedans	CA-8	Tr.Bi.	La-Ma.	Pa.	8-7	1-Pr. & Whit.	Wasp	450	A-Rad.	2100	135	45	900	36-0	10-0	48-0	31-0	8-0	5-3	462	None.	Wd.	Wd.	Fab.	St-T	A&W	6300	1390
Buhl Airsedans	CA-8A	Tr.Bi.	La-Ma.	Pa.	8-7	1-Wright	Cyclone	525	A-Rad.	1900	145	45	1000	36-0	10-0	48-0	31-0	8-0	5-3	462	None.	Wd.	Wd.	Fab.	St-T	A&W	6300	1390
Buhl Airsedans	CA-8B	Tr.Bi.	La-Ma.	Pa.	8-7	1-Pr. & Whit.	Hornet	525	A-Rad.	1900	145	45	1000	36-0	10-0	48-0	31-0	8-0	5-3	462	None.	Wd.	Wd.	Fab.	St-T	A&W	6300	1390
Buhl Airsedans	CA-3C	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright	J-5	225	A-Rad.	2000	135	45	900	28-0	8-0	36-0	20-10	6-0	2-11	240	None.	Wd.	Wd.	Fab.	St-T	A&W	3200	413
Buhl Airsedans	CA-3D	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright	R-975A	300	A-Rad.	2000	150	45	1200	28-0	8-0	36-0	20-10	6-0	2-11	240	None.	Wd.	Wd.	Fab.	St-T	Fab.	3180	610
Cessna	DC-6A	Tr.Mo.	La-Ma.	Pa.	4-3	1-Wright	R-975	300	A-Rad.	2000	161	50	1200	28-2	8-2	41-0		6-8		265		W&F.	Wd.	Fab.	St-T	Fab.	3100	610
Cessna	DC-6D	Tr.Mo.	La-Ma.	Pa.	4-3	1-Wright	R-760	225	A-Rad.	2000	147	48	1000	28-2	8-2	41-0		6-8		265		W&F.	Wd.	Fab.	St-T	Fab.	4000	1000
Cessna	CW-6	Tr.Mo.	La-Ma.	Pa.	6-5	1-Wright	R-975	300	A-Rad.	2000	146	48	900	30-0	8-2	43-4		7-0		296		W&F.	Wd.	Fab.	St-T	Fab.	2260	510
Cessna	AW	Tr.Mo.	La-Ma.	Pa.	4-3	1-Warner Scarab		110	A-Rad.	1800	128	42	600	25-4	7-4	40-4		6-2		225		W&F.	Wd.	Fab.	St-T	Fab.	2132	340
Coffman	A	Tr.Mo.	La-Ma.	Pa,El-Tr.	3-2	1-Curtiss	OX-5	90	W-Vee.	1400	120	40	750	24-0	7-10	37-3		6-8		223		Wd.	Wd.	Fab.	St-T	Fab.	2147	397
Command-Aire	3-C-3A		La-Ma.			1-Seaman-H	SH 13	100	A-Rad.	1750	98	35	600			31-5	31-5	5-0	5-0	287	9½	Wd.	Wd.	Fab.	St-T	Fab.	2128	340
Command-Aire	3-C-3B	Tr.Bi.	La-Ma.	El-Tr.	3-2	1-Warner Scarab		110	A-Rad.	1850	98	35	650	24-5	9-2	31-5	31-5	5-0	5-0	287	10½	Wd.	Wd.	Fab.	St-T	Fab.	2360	340
Command-Aire	5-C-3	Tr.Bi.	La-Ma.	El-Tr.	3-2	1-Curtiss	Challenger	170	A-Rad.	1800	121	38	1010	24-5	9-2	31-5	31-5	5-0	5-0	287	10½	Wd.	Wd.	Fab.	St-T	Fab.	2490	340
Command-Aire	5-C-3	Tr.Bi.	La-Ma.	Dust,Adv.Tr°	3-2	1-Wright	R-540	165	A-Rad.	1800	118	38	950	24-2	9-2	31-5	31-5	5-0	5-0	287	10¼	Wd.	Wd.	Fab.	St-T	Fab.	2372	335
Command-Aire	5-C-3	Tr.Bi.	La-Ma.	Adv.Tr,Sp.	3-2	1-Axelson		150	A-Rad.	1800	115	38	850	24-0	9-2	31-5	31-5	5-0	5-0	287	10¼	Wd.	Wd.	Fab.	St-T	Fab.	2523	345
Command-Aire	5-C-3	Tr.Bi.	La-Ma.		3-2	1-Hispano Suiza	A	150	W-W...	1450	117	40	800	24-1	9-2	31-5	31-5	5-0	5-0	287	10¼	Wd.	Wd.	Fab.	St-T	Fab.	2550	307
Command-Aire	5-C-3	Tr.Bi.	La-Ma.		3-2	1-Wright	E	180	W-W...	1780	99.3	49	632	27-8½	11-7	34-5¾	34-5¾	4-6	4-6	282	24	Wd.	Wd.	Fab.	St-T	Fab.	2445	260
Consolidated	PT-1	Tr.Bi.	La-Ma.	El-Tr.	2-1	1-Wright	J-5	220	A-Rad.	1800	105	46	765	27-10	9-10	34-5½	34-5½	4-8½	4-8½	296	24	Wd.	Wd.	Fab.	St-T	Fab.	2729	373
Consolidated	PT-3	Tr.Bi.	La-Ma.	El-Tr.	2-1	1-Wright	J-5	220	A-Rad.	1800	117	49	865	27-7	9-2	34-5¾	34-5¾	4-8⅛	4-8⅛	296	24	Wd.	Wd.	Fab.	St-T	Fab.	2550	312
Consolidated	O-17	Tr.Bi.	La-Ma.	Adv.Tr.	2-1	1-Wright	J-5	220	A-Rad.	1800	105	48	720	31-4½	11-9	34-5¾	34-5¾	4-6	4-6	282	24	Wd.	Wd.	Fab.	St-T	Fab.		
Consolidated	NY-1	Tr.Bi.	La-Ma.	El-Tr.	2-1																					

Consolidated	NY-2	Tr.Bi.	Seap.	El-Tr.	2-1	1-Wright	J-5	220	A-Rad.	1800	96	44	650	20-9	7-10	40-0	40-0	5-0	5-0	370	28	Wd.	Wd.	Fab.	St-T.	Fab.	2740	261
Consolidated	14	Tr.Bi.	La-Ma.	El-Tr.	2-1	1-Warner		110	A-Rad.	1850	113	44	930	20-9	7-10	28-0	28-0	3-9	3-9	195	23	Al	Wd.	Fab.	St-T.	Fab.	1675	372
Consolidated	Commodore	Tr.Mo.	Fl.Bt.	Pa,Ma.	22-20	2-Pr. & Whit.	Hornet	1150	A-Rad.	1900	125	60	655	61-9	17-4	100-0		11-6		1110		Al	Al	Al	Al	Al	17500	5400
Consolidated	Admiral	Tr.Mo.	Fl.Bt.	Patrol.	5-0	2-Pr. Whit.	Wasp	840	A-Rad.	1680	118	59	755	61-9	17-4	100-0		11-6		1110		Al	Al	Al	Al	Al	13637	
Consolidated	10	Tr.Mo.	La-Ma.	Pa.	6-5	1-Wright	J6	300	A-Rad.	1800	125	55	700	29-8	8-3½	45-0		6-9		272		Wd.	Wd.	Fab.	St-T.	Fab.	3350	704
Consolidated	17	Tr.Mo.	La-Ma.	Pa.	8-6	1-Pr. & Whit.	Hornet	575	A-Rad.	1950				31-5	9-2	45-0		7-4¼		313		Wd.	Wd.	Ply-Wd.	Dur.	Dur.	5000	1448
Cunningham-Hall	PT-6	Tr.Bi.	La-Ma.	Pa.	6-5	1-Wright. Whirlwind	9-J6	300	A-Rad.	2000	136	45	1050	29-8	9-11	41-8	33-8	6-6	4-6	270	None.	Al	St-T.	Fab.	St-T.	M&F.	4350	920
Curtiss-Robertson	B-2	Tr.Mo.	La-Ma.	Pa.	3-2	1-Curtiss	OX-5	90	W-Vee	1600	95	43.1	400	25-9	7-10	41-0		6-0		243		Al	Wd...	Fab.	St-T.	Fab.	2217	329
Curtiss-Robertson	C-1	Tr.Mo.	Seap°.	Pa,Fr,Pho.	3-2	1-Curtiss	R-600	170	A-Rad.	1800	120	45.5	640	27-2	8-0	41-0		6-0		243		Al	Wd.	Fab.	St-T.	Fab.	2660	Var
Curtiss-Robertson	C-2	Tr.Mo.	La-Ma.	Pa,Fr,Pho.	3-2	1-Curtiss	R-600	170	A-Rad.	1800	120	45.5	640	25-1	8-0	41-0		6-0		243		Al	Wd...	Fab.	St-T.	Fab.	2600	245
Curtiss-Robertson	J-1	Tr.Mo.	Seap°.	Pa,Fr,Pho.	3-2	1-Curtiss	R-540A	165	A-Rad.	2000	120	45.5	640	27-2	8-0	41-0		6-0		243		Al	Wd.	Fab.	St-T.	Fab.	2660	Var
Curtiss-Robertson	J-2	Tr.Mo.	La-Ma.	Pa,Fr,Pho.	3-2	1-Curtiss	R-540A	165	A-Rad.	2000	120	45.5	640	25-1	8-0	41-0		6-0		243		Al	Wd.	Fab.	St-T.	Fab.	2600	Var
Curtiss-Robertson	Thrush	Tr.Mo.	Seap°.	Pa,Fr,Pho.	6-5	1-Curtiss	R-760	225	A-Rad.	2000	120	54	650	32-4	9-3	48-0		7-0		305		Al	Wd.	Fab.	Al	Fab.	3700	Var
Davis		Tr.Mo.	La-Ma.	Adv.& El-Tr.	2-1	1-Davis	V-3	65	A-Rad.	2020	95	40	600	19-7	7-3	30-2				146		A-M.	Wd.	Fab.	St-T.	Fab.	1350	360
Driggs	Skylark	Tr.Bi.	La-Ma.	Adv.Tr,Sp.	2-1	1-Rover		70	A-Ver.	1900	95	35	600	22-6	8-3	28-3	27-0	3-8	3-8	185		Dur.	St-T.	St-T.	Fab.	Fab.	1370	
Elias	Airsport EC-1	Tr.Mo.	La-Ma.	Sp.	2-1	1-Elias		80	A-Rad.	1900	110		600	22-0	7-8					192		La-Wd.	Wd.	Fab.	St-T.	Fab.	1450	
Elias	Aircoupe EC-1	Tr.Mo.	La-Ma.	Sp.	2-1	1-Elias		80	A-Rad.	1900	96		540	22-0	7-8					192		La-Wd.	Wd.	Fab.	St-T.	Fab.	1450	
Elias	Trainair EC-2	Tr.Mo.	La-Ma.	Sp.	2-1	1-Kinner		100	A-Rad.	1850	120		680	21-1⅛	7-8					221		La-Wd.	Fab.	Fab.	St-T.	Fab.	1690	
Fairchild	KR.-21	Tr.Bi.	La-Ma.	Pa,El-Tr.	2-1	1-Kinner		110	A-Rad.	1825	120		800	22-1	9-0	27-0	22-0	5-0	4-10	192.5	7	Wd.	Wd.	Fab.	St-T.	Fab.	1550	
Fairchild	KR.-31	Tr.Bi.	La-Ma.	Pa,El-Tr.	3-2	1-Curtiss	OX-5	90	W	1400	102		548	23-9	9-4	30-1	24-0	5-3	5-0	285	12⅝	Wd.	Wd.	Fab.	St-T.	Fab.	2078	
Fairchild	KR.-34A	Tr.Bi.	La-Ma.	Pa,Sp.	3-2	1-Wright	165	165	A-Rad.	2000	130		886	23-5	9-3	30-0	24-0	5-3	5-0	285	12⅝	Wd.	Wd.	Fab.	St-T.	Fab.	2406	
Fairchild	71	Tr.Mo.	Seap°.	Pa.	7-6	1-Pr. & Whit.	Wasp	420	A-Rad.	2000	138	55	1050	32-10¼	9-4	50-0		7-0		309.6		Wd.	Wd.	Fab.	St-T.	Fab.	5500	
Fairchild	42	Tr.Mo.	Seap°.	Pa.	4-3	1-Wright	300	300	A-Rad.	2000	130	55	950	30-6	9-2	44-0		6-0		290		Wd.	Wd.	Fab.	St-T.	Fab.	4300	
Ford	4AT-E	Tr.Mo.	La-Ma.	Pa.	14-12	3-Wright	J-6	900	A-Rad.	2000	130	58	950	49-10	12-8	74-0		7-8		785		Al	Al	Met...	Al	Met...	10130	1704
Ford	5AT-C	Tr.Mo.	La-Ma.	Pa.	17-15	3-Pr. & Whit.	Wasp	1275	A-Rad.	2000	135	64	900	49-10	13-8	77-10		7-8		835		Al	Al	Met...	Al	Met...	13500	3723
Ford	7 Aj-	Tr.Mo.	La-Ma.	Pa.	15-13	1-Pr. & Whit.	Wasp	1025	A-Rad.	2000	134	63	850	49-10	13-8	77-10		7-8		835		Al	Al	Met...	Al	Met...	12910	3379
						2-Wright	J-6																					
Great Lakes	2T-1	Tr.Bi.	La-Ma.	El-Tr,Adv.Tr	2-1	1-Am. Cirrus	Mark III	90	A-Ver.	2100	110	40	545	20-4	8-5½	26-8	26-8	3-10	3-10	187.6	15	Al	Wd.	Fab.	St-T.	Fab.	1580	197
Ireland Amphibian	N-2-B	Pu-Bi.	Amph.	Pa.	5-4	1-Wright	J-6	300	A-Rad.	2000	108	45	700	31-0	12-2½	40-0	35-0	6-0	5-6	376	30	A&W	Wd.	Fab.	A-M.	Met..	4400	700
Ireland Amphibian-	N-2-C	Pu-Bi.	Amph.	Pa.	5-4	1-Pr. & Whit.	Wasp	420	A-Rad.	2000	115	46	900	31-0	12-2½	40-0	35-0	6-0	5-6	376	30	A&W	Wd.	Fab.	A-M.	Met..	4400	700
Irwin Meteorplane	F-A-1	Tr.Bi.	La-Ma.	Sport	1-0	1-Irwin	79	25	A-Rad.	1900	85	26	450	13-6	5-9	20-0	17-0	3-0	3-0	105		Wd.	Wd.	Fab.	La-Wd.	L&F.	450	50
Irwin Meteorplane	C-C-1	Tr.Bi.	La-Ma.	Sport	1-0	1-Irwin	79	25	A-Rad.	1850	80	22	400	14-0	5-9	18-0	22-0	3-0	3-0	112		La-Wd.	La-Wd.	Fab.	La-Wd.	L&F.	500	100
Irwin Meteorplane	44	Tr.Bi.	La-Ma.	Pa,Mail	2-1	2-Irwin	79	50	A-Rad.	1850	90	30	500	18-0	6-9	24-0	27-0	3-9	3-9	180		La-Wd.	La-Wd.	Fab.	La-Wd.	L&F.	970	450
Irish Shamrock	3-A	Tr.Mo.	La-Ma.	Pa.	3-2	1-Curtiss	OX-5	90	W-Vee	1400	102	32	750	25-10	8-2	40-0		6-0		240		Wd.	Wd.	Fab.	A-M.	Fab.	2300	445
Irish Shamrock	3-B	Tr.Mo.	La-Ma.	Pa,Mail	4-3	1-Warner		110	A-Rad.	1850	112	32	875	25-10	8-2	40-0		6-0		240		Wd.	Wd.	Fab.	A-M.	Fab.	2300	445
Irish Shamrock	3-C	Tr.Mo.	La-Ma.	Pa,Mail	4-3	1-Continental		160	A-Rad.	1850	125	40	950	25-10	8-2	40-0		6-0		240		Wd.	Wd.	Fab.	A-M.	Fab.	2600	745
Irish Shamrock	3-D	Tr.Mo.	La-Ma.	Pa,Mail	4-3	1-Wright Whirlwind		165	A-Rad.	1800	125	40	950	25-10	8-2	40-0		6-0		240		Wd.	Wd.	Fab.	A-M.	Fab.	2600	745
Keystone Patrician	K78-D	Tr.Mo.	La-Ma.	Pa.	20-18	3-		1575	A-Rad.	1900	140	59	1100	61-7	13-4	86-6		12-0		930		W&F	Wd.	Fab.	St-T.	Fab.	16000	3430
Keystone Commuter	K-84	Tr.Bi.	Amph.	Pa.	4-3	1-		300	A-Rad.	2000	115	50	1000	32-0	13-4	36-0	36-0	6-0	6-0	389	6	W&F	Wd.	Fab.	Al	Al	4000	
Keystone Pronto	K-55A	Tr.Bi.	Seap°.	Pa,Mail	3-2	1-		225	A-Rad.	2000	118	50	950	26-10	11-0	38-11	35-0	5-3	5-3	365	10½	W&F	Wd.	Fab.	St-T	Fab.	3285	
Keystone Panther	LB-7	Tr.Bi.	La-Ma.	NFB.	6-0	2-		1050	A-Rad.	1900	115	50		43-1	18-0	75-0	75-0	8-0	8-0	1137		W&F	Wd.	Fab.	St-T	Fab.		
Keystone Observation	OA-2	Tr.Bi.	Amph.	Obs.	2-0	1-		575	V-Ver.	2400	130	55		34-10	12-11	45-0	45-0	6-0	6-0	504	12	A-M.	Wd...	Fab.	Wd.	Met..	5140	
Keystone Air Yacht	C-2	Tr.Bi.	Amph.	Pa.	8-6	1-		525	A-Rad.	1900	130	55		34-10	12-11	46-8	46-8	6-0	6-0	512	12	A-M.	Wd.	Fab.	Wd...	Met....	5900	1100
Keystone-Loening	C-2H	Tr.Bi.	Amph.	Pa.	8-6	1-Keystone-Loening		525	A-	1900	130	55	700	34-8½	13-2	46-8	46-8	6-0	6-0	517		A-M.	Wd.	Fab.	Met..	A-M.	6250	1250
Keystone-Loening	C-3	Tr.Bi.	Amph.	Pa.	4-3	1-Keystone-Loening		300	A-	2000	115	50	850	31-10	12-6	36-0	36-0	6-0	6-0	389		A-M.	Wd.	Fab.	A-M.	A-M.	4020	620
Kreider-Reisner	KR-34	Tr.Bi.	La-Ma.	Sp,Pa.	3-2	1-Wright	J-6	165	A-Rad.	2000	130		886	23-5	9-3	30-0		5-3	5-3	285	12¾	Wd.	Wd.	Fab.	St-T	Fab.	2400	500
Kreider-Reisner	KR-21	Tr.Bi.	La-Ma.	Sp,Adv.Tr.	2-1	1-Kinner	K-5	90	A-Rad.	1800	120		800	22-1	9-0	27-0		Taper.	Taper.	193	7	Wd.	Wd.	Fab.	St-T	Fab.	1550	242
Laird	LC-B200	Tr.Bi.	La-Ma.	Sp,Pa,Ma°..	3-2	1-Wright Whirlwind	J-5	225	W-Rad.	1700	135	45	1200	23-9	9-3	34-0	30-6	5-5	4-6	295		Wd.	Wd.	Fab.	Dur.	Fab.	2850	
Laird	LC-B300	Tr.Bi.	La-Ma.	Ma,Pa,Sp..	3-2	1-Wright Whirlwind	J-6	300	W-Rad.	1750	150	45	1600	23-9	9-3	34-0	30-6	5-5	4-6	295		Wd.	Wd...	Fab.	Dur.	Fab.	3020	
Laird	LC-R200	Tr.Bi.	La-Ma.	Ra-Ma,Sp,Pa	3-2	1-Wright Whirlwind	J-5	225	W-Rad.	1675	150	55	1200	22-9	9-3	28-0	24-0	4-6	4-0	202		Wd.	Wd.	Fab.	Dur.	Fab.	2914	
Laird	LC-R300	Tr.Bi.	La-Ma.	Ma,Pa,Sp°..	3-2	1-Wright Whirlwind	J-6	300	W-Rad.	1750	475	55	1500	22-9	9-3	28-0	24-0	4-6	4-0	202		Wd.	Wd.	Fab.	Dur.	Fab.	3010	
Lenert	C	Tr.Bi.	La-Ma.	Sp,Pa.	3-2	7-Continental	70-A	160	W-Rad.	1850	140	35		25-0	9-0	31-0	31-0	5-0	5-0	296	24	A-M.	A-M.	A-M.	A-M.	A-M.	2250	460
Lincoln Page	PT	Tr.Bi.	La-Ma.	Adv.Tr,Sp..	2-1	1-Curtiss	OX-5	90	W-Vee	1450	105	30	700	26-2	8-10	32-3	31-9	4-10	4-10	297	12	Wd.	Wd.	Fab.	St-T	A&F.	1900	340
Lincoln Page	PT	Tr.Bi.	La-Ma.	Adv,Tr,Sp..	2-1	1-Kinner	90	90	A-Rad.	1810	115	28	1050	25-7	8-10	32-3	31-9	4-10	4-10	297	12	Wd.	Wd.	Fab.	St-T	A&F.	1750	360
Lincoln	PT	Tr.Bi.	La-Ma.	El-Tr.	2-1	8-Curtiss	OX-5	90	W-W		103	30	800	26-1½	8-10	32-3	31-9	4-10	4-10	297		Wd.	Wd.	Fab.	St-T	Fab.	1890	
Martin	PM-1	Tr.Bi.	Fl.Bt.	Bomb,Patrol.	5-0	2-Wright	R-1750D	1050	A-Rad.	1900	117	60.6	600	49-5	16-4	72-10	67-2	9-0	9-0	1162	None.	Al	Al	Fab.	Al	Al	16473	3000
Mercury	T-2	Tr.Mo.	La-Ma.	Train.	2-1	1-LeBlond	90	90	A-Rad.	1975	115	42	900	22-3	8-10	35-8		5-6		192		St-T.	St-T.	Fab.	St-T	Al	1515	210
Metal	G-2W	Tr.Mo.	La-Ma°	Pa,Mail	8-7	1-Pr. & Whit.	Wasp	425	A-Rad.	1900	135	60	550	32-6	9-6	50-0		8-0		365		Al	Al	Al	St-T	Al	5800	1245
Metal	G-2H	Tr.Mo.	Seap°.	Pa,Mail	8-7	1-Pr. & Whit.	Hornet	525	A-Rad.	1900	145	62	950	32-6	9-6	50-0		8-0		365		Al	Al	Al	St-T	Al	6000	1128
Metal	G-2C	Tr.Mo.	La-Ma°	Pa,Mail	8-7	1-Wright	Cyclone	525	A-Rad.	1900	145	62	950	32-6	9-6	50-0		8-0		365		Al	Al	Al	St-T	Al	6000	1128
Mohawk New Pinto	M-I-C-K	Tr.Mo.	La-Ma°	Sp.	2-1	1-Kinner		90	A-Rad.	1810	125	42	950	23-11¾	7-9		34-11		4-6	150		La-Wd.	La-Wd.	Fab.	St-T	Fab.	1700	370
Mohawk New Pinto	M-I-C-W	Tr.Mo.	La-Ma°	Sp.	2-1	1-Warner		110	A-Rad.	1850	125	42	950	23-11¾	7-9		34-11		4-6	150		La-Wd.	La-Wd...	Fab.	St-T	Fab.	1700	370
Mono	Monocoupe	Tr.Mo.	La-Ma.	Pa.	2-1	1-Monocoupe		60	A-Rad.	1850	98	37	600	19-9	6-3	32-0		5-0		143		Wd.	Wd.	Fab.	St-T	Fab.	1350	369
Mono	Monoprep	Tr.Mo.	La-Ma.	El-Tr.	2-1	1-Monoprep		60	A-Rad.	1850	92	32	700	21-0	6-3	32-0		5-0		143		Wd.	Wd.	Fab.	St-T	Fab.	1288	404
Mono	Monosport	Tr.Mo.	La-Ma.	Sp.	2-1	1-Kinner°	K-5	100	A-Rad.	1750	125	42	1000	21-5	7-1	32-2½		5-0		132.2		Wd.	Wd.	Fab.	St-T	Fab.	1650	407
Mono	Monocoach	Tr.Mo.	La-Ma.	Pa.	4-3	1-Monocoach		200	A-Rad.	1675	125	48	1200	26-8	7-8	39-0		6-3		222		Wd.	Wd.	Fab.	St-T	Fab.	3092	750
New Standard	D-30	Tr.Bi.	Seap.	Pa.	3-2	1-Wright	J-5	200	A-Rad.	1800	100	45	720	26-10	10-2	45-0	32-6	5-10	4-2	350	34	Wd.	La-Wd.	Fab.	Al	Fab.	3700	700
New Standard	D-25A	Tr.Bi.	La-Ma.	Pa.	5-4	1-Wright	R-760	225	A-Rad.	2000	108	40	830	26-10	10-2	45-0	32-6	5-10	4-2	350	34	Wd.	La-Wd...	Fab.	Al	Fab.	3400	765

ABBREVIATIONS:

°— Others Also
a—Average
A—Air
A—Ailerons
Adv.Tr.—Advanced Training
Ae.Ad—Aerial Advertising
A&F—Aluminum & Fabric
Al—Aluminum or Al. Alloy
Al.T—Aluminum Tubing
A-M—All Metal Construction
Amph.—Amphibian
A&St.—Aluminum & Steel
A&W—Aluminum & Wood
Bomb—Bomber
Cab.—Cabin
Comm.—Commercial
Convt.—Convertible
Da.Bo.—Day Bomber
Deck.—Deck Flying
Dur.—Duralumin
Dust.—Dusting
E—Elevator
El-Tr—Elementary Training
Fab.—Fabric
Fi.Se.—Fighting Scout
Fl.Bt.—Flying Boat
Fr.—Freight
Gen—General Utility
Gr.At.—Ground Attack
Hor.—Horizontal
La-Ma—Land Machine
La-Wd.—Laminated Wood
L&F—Laminated Wood & Fabric
m—Maximum Tapered
Ma.—Mail
Met.—Metal
M&F—Metal & Fabric Covering
M&W—Metal & Wood
NFB—Night Flying Bomber
Ni.Fi.—Night Fighter
Obs.—Observation
Opt.—Optional
Pa.—Passenger
Pho.—Photographic
Ply-Wd.—Plywood
Pr.&Whit.—Pratt & Whitney
Pu.Bi.—Pusher Biplane
Ra-Ma—Racing Machine
Rad.—Radial
R—Rudder
Recon.—Reconnoisance
Rot.—Rotary
Seap.—Seaplane
Sp.—Sport
Sp.&Tr.—Sport & Training
St-T.—Steel Tube
St&Wd.—Steel & Wood
Subm.—Submarine
Taper.—Tapered Wing
To.Ca.—Torpedo Carrier
TP.Bi.—Tractor & Pusher Biplane
Train.—Training
Tr.Bi.—Tractor Biplane
Tr.Mo.—Tractor Monoplane
Tr.Se.—Tractor Sesquiplane
Tr.Tr—Tractor Triplane
Ver.—Vertical
W—(Cooling) Water
W—(Cylinders) Three Banks
Wd.—Wood
W&M—Wood & Metal
W&F—Wood Fabric Covering
W&S—Wood & Steel
X—4 Banks Cylinders

AIRPLANES OF THE WORLD—Continued

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seating Capacity and No. of Passengers	POWER PLANT				PERFORMANCE			OVERALL		WING DIMENSIONS						MATERIAL					WEIGHTS	
					Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb in First Minute (Ft.)	Length (Ft. Ins.)	Height (Ft. Ins.)	Span		Chord		Area (Sq. Ft.)	Stagger (Ins.)	Wings			Fuselage		Loaded (Lbs.)	Net Pay Load (Lbs.)
														Upper (Ft. Ins.)	Lower (Ft. Ins.)	Upper (Ft. Ins.)	Lower (Ft. Ins.)			Ribs	Spars	Covering	Structure	Covering		
New Standard D-26A	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright R-760	225	A-Rad.	2000	112	40	830	26-10	10-2	45-0	32-6	5-10	4-2	350	34	Wd.	La-Wd.	Fab.	Al.	Fab.	3400	765
New Standard D-27A	Tr.Bi.	La-Ma.	Mail	1-0	1-Wright R-760	225	A-Rad.	2000	120	40	830	26-10	10-2	45-0	32-6	5-10	4-2	350	34	Wd.	La-Wd.	Fab.	Al.	Fab.	3400	765
New Standard D-25	Tr.Bi.	La-Ma.	Pa.	5-4	1-Wright J-5	200	A-Rad.	1800	105	40	800	26½-0	10-2	45-0	32-6	5-10	4-2	350	34	Ply-Wd.	Wd.	Fab.	Al.	Fab.	3400	810
New Standard D-26	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright J-5	200	A-Rad.	1800	109	40	800	26½-0	10-2	45-0	32-6	5-10	4-2	350	34	Ply-Wd.	Wd.	Fab.	Al.	Fab.	3400	810
New Standard D-27	Tr.Bi.	La-Ma.	Mail	1-0	1-Wright J-5	200	A-Rad.	1800	118	40	800	26½-0	10-2	45-0	32-6	5-10	4-2	350	34	Ply-wd.	Wd.	Fab.	Al.	Fab.	3400	810
New Standard D-28	Tr.Bi.	Seap.	Pa.	5-1	1-Wright J-5	200	A-Rad.	1800	100	45	720			45-0	32-6	5-10	4-2	350	34	Ply-Wd.	Wd.	Fab.	Al.	Fab.	3700	700
New Standard D-29	Tr.Bi.	La-Ma.	El-Tr.	2-1	1-Am. Cirrus Mark III	88	A-Ver.		85	37	510			30-0	30-0	4-6	4-6	245	32½	Ply-Wd.	Wd.	Fab.	Al.	Fab.	1632	210
New Standard D-29A	Tr.Bi.	La-Ma.	Train.	2-1	1-Kinner K-5B	90	A-Rad.	1810	95	37	750			30-0	30-0	4-6	4-6	245	32½	Ply-Wd.	Wd.	Fab.	Al.	Fab.	1610	210
New Standard D-29B	Tr.Bi.	La-Ma.	Train.	2-1	1-Dayton Bear	100	A-	1500	98	40	740			30-0	30-0	4-6	4-6	245	32½	Ply-Wd.	Wd.	Fab.	Al.	Fab.	1745	210
Paramount Cabinaire 165	Tr.Bi.	La-Ma.	Pa,Sp,Mail	4-3	1-Wright J-6-5	165	A-Rad.	2000	124.8	40	1150	23-0	9-0	32-0	29-0	5-6	4-8	309		Wd.	Wd.	Fab.	St-T	Fab.	2600	785
Pitcairn PA-4	Tr.Bi.	La-Ma.	Adv.,Tr,Pa.	3-2	1-Curtiss OX-5	90	W-Vee	1400	102	45	400	22-2	8-7¼	33-0	30-0	4-6	4-0	252	18	Wd.	Wd.	Fab.	St-T	Fab.	2034	340
Pitcairn PA-6	Tr.Bi.	La-Ma.	Mail	1-0	1-Wright J-5C	220	A-Rad.	1800	133	50	1350	22-10½	9-3	33-0	30-3½	4-6	4-0	252	22	Wd.	Wd.	Fab.	St-T	Fab.	3050	550
Pitcairn PA-6A	Tr.Bi.	La-Ma.	Sp.	3-2	1-Wright J-5C	220	A-Rad.	1800	133	50	1350	22-10½	9-3	33-0	30-3½	4-6	4-0	252	22	Wd.	Wd.	Fab.	St-T	Fab.	3050	520
Pitcairn PA-6B	Tr.Bi.	La-Ma.	Sp.	3-2	1-Wright J6. R-760	220	A-Rad.	2000	145	52	1400	22-10½	9-3	33-0	30-3½	4-6	4-0	243.5	22	Wd.	Wd.	Fab.	St-T	Fab.	3050	522
Pittsburgh Thaden, T-1	Tr.Mo.	La-Ma.	Pa.	8-7	1-Pr. & Whit. Wasp	425	A-Rad.	1800	125	52	800	35-0	11-0	53-0		8-0		410		A-M.	A-M.	A-M.	A-M.	A-M.	5600	1600
Pittsburgh Thaden, T-2	Tr.Mo.	La-Ma.	Pa.	4-3	1-Comet	150	A-Rad.	1800	125	56	700	25-11	7-9½	39-0		Taper		220		A-M.	A-M.	A-M.	A-M.	A-M.	3200	820
Ryan B-5	Tr.Mo.	Seap°	Pa.	6-5	1-Wright J-6	300	A-Rad.	2000	140	55	1000	24-6	7-10	42-4		7-0		270		Wd	Wd	Fab.	St-T	Fab.	4000	1000
Sikorsky Amphibian S-38	Tr.Bi.	Amph.	Recon°.	12-10	2-Pr. & Whit. Wasp	840	A-Rad.	2000	125	55	750	40-3	13-10	71-8	36-0	8-4	4-11	720	4.5°	A-M.	A-M.	Fab.	W&M.	Met.	10480	1900
Simplex Monoplane W-2-S	Tr.Mo.	La-Ma.	Adv.El,Sp	2-1	1-Warner.	110	A-Rad.	1800	125	38	1000	22-4	7-0	34-4		5-0		150		Wd...	Wd	Fab.	St-T	Fab.	1779	220
Simplex Mono K-2-S, K-2-C	Tr.Mo.	La-Ma.	Adv.TrSp°.	2-1	1-Kinner	100	A-Rad.	1800	115	38	1000	22-4	7-0	34-4		5-0		150		Wd	Wd	Fab.	St-T	Fab.	1779	220
Spartan C-3-165	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright Whirlwind 5	165	A-Rad.	2000	122	48	700	23-2	9-0	32-0	32-0	5-0	5-0	291		Wd...	Wd	Fab.	St-T	Fab.	2585	370
Spartan C-3-225	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright Whirlwind 7	225	A-Rad.	2000	134	50		23-2	9-0	32-0	32-0	5-0	5-0	291		Wd	Wd	Fab.	St-T	Fab.	2700	
Starwind	Tr.Mo.	La-Ma.	Sp.	2-1	1-Starwind G-4	60	A-Rad.		105	35		23-0	6-6¾		29-0		5-7			Wd	Wd	Fab.	St-T	Fab.	1119	180
Stinson SM-1F	Tr.Mo.	La-Ma.	Pa.	6-5	1-Wright R-975	300	A-Rad.	2000	134	57	700	32-8	8-11	47¾-0		7-0		292		Wd	Wd	Fab.	St-T	Fab.	4300	970
Stinson SM-2AA	Tr.Mo.	La-Ma.	Pa.	4-3	1-Wright R-540	165	A-Rad.	2000	115	55	500	29-3	8-1	41-6		6-3		234		Wd	Wd	Fab.	St-T	Fab.	3152	640
Stinson SM-2AC	Tr.Mo.	La-Ma.	Pa.	4-3	1-Wright R-760	225	A-Rad.	2000	128	56	700	29-3	8-1	41-6		6-3		234		Wd	Wd	Fab.	St-T	Fab.	3200	510
Stinson SM-6B	Tr.Mo.	La-Ma.	Pa.	8-7	1-Pr. & Whit. Wasp	420	A-Rad.	1950	144	58	800	34-0	10-0	52-0		7-0		334		Wd	Wd	Fab.	St-T	Fab.	5350	1190
Swallow 2-P	Tr.Bi.	La-Ma.	El-Tr	2-1	1-Curtiss OX-5	90	W-Vee	1450	95	37		23-6	9-5	30-11	30-3	5-0	5-0	300	15¾	W&F	Wd.	Fab.	St-T	Fab.	1825	180
Swallow 2P-K	Tr.Bi.	La-Ma.	El-Tr.	2-1	1-Kinner K-5	100	A-Rad.	1900	100	35		24-1	9-5	30-11	30-3	5-0	5-0	300	15¾	W&F	Wd.	Fab.	St-T	Fab.	1700	170
Swallow 2P-W	Tr.Bi.	La-Ma.	El-Tr.	2-1	1-Warner Scarab	110	A-Rad.	1900	100	35		23-9	9-5	30-11	30-3	5-0	5-0	300	15¾	W&F	Wd.	Fab.	St-T	Fab.	1739	170
Swallow	Tr.Bi.	La-Ma.	Pa.	3-2	1-Hispano Suiza A	150	W-Vee.		110	42		23-5	8-7	32-8	32-3	4-10	4-10	300	21	W&F	Wd...	Fab.	St-T	Fab.	2700	395
Swallow	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright J-5	225	A-Rad.		125	42		22-5	8-7	32-8	32-3	4-10	4-10	300	21	W&F	Wd.	Fab.	St-T	Fab.	2700	407
Swallow	Tr.Bi.	La-Ma.	Pa.	3-2	1-Axelson 7R-A	150	A-Rad.		110	40		22-11	8-7	32-8	32-3	4-10	4-10	300	21	W&F.	Wd	Fab.	St-T	Fab.	2497	340
Timm Collegiate K-90	Tr.Mo.	La-Ma.	Adv.Tr,Sp.	2-1	1-Kinner	90	A-Rad.	1800	112	35	500	26-0	9-0	35-0		7-0		236		Wd	Wd	Fab.	St-T	Fab.	1952	
Timm Collegiate C-170	Tr.Mo.	La-Ma.	Adv.Tr,Sp.	2-1	1-Curtiss Challenger	170	A-Rad.	1800	130	37	1500	25-0	9-0	35-0		7-0		236		Wd	Wd	Fab.	St-T	Fab.	2200	
Travel Air A-6000-A	Tr.Mo.	La-Ma.	Pa.	7-6	1-Pr. & Whit. Wasp	420	A-Rad.	2000	140	60	1000	31-2	9-1	54-5		7-0		340		Wd	La-Wd.	Fab.	St-T	Fab.	5500	1220
Travel Air 6000-B	Tr.Mo.	La-Ma.	Pa.	6-5	1-Wright R-975	300	A-Rad.	2000	130	60	800	31-2	9-3	48-6½		6-6		282		Wd	La-Wd.	Fab.	St-T	Fab.	4230	900
Travel Air 10D	Tr.Mo.	La-Ma.	Pa.	4-3	1-Wright R-760	225	A-Rad.	2000	130	60	625	27-6	8-8	43-6		6-2		240		Wd	La-Wd.	Fab.	St-T	Fab.	3400	655
Travel Air 4D	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright R-760	225	A-Rad.	2000	128	50	800	23-7	9-1	33-0	48-10	5-6	4-8	289	25	Wd	La-Wd	Fab.	St-T	Fab.	2900	416
Travel Air E-4000	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright R-540	165	A-Rad.	2000	122	45	550	24-1	8-11	33-0	28-10	5-6	4-8	289	27	Wd	La-Wd.	Fab.	St-T	Fab.	2700	390
Travel Air W-4000	Tr-Bi.	La-Ma.	Pa.	3-2	1-Warner Scrab	110	A-Rad.	1800	105	43	475	24-11	8-11	34-8	28-10	5-6	4-8	297	25.5	Wd	La-Wd	Fab.	St-T	Fab.	2276	390
Travel Air K-4000	Tr.Bi.	La-Ma.	Pa.	3-2	1-Kinner K-5	100	A-Rad.	1800	105	43	460	25-1	8-11	34-8	28-10	5-6	4-8	297	25.5	Wd	La-Wd...	St-T	St-T	Fab.	2300	385
Vought UO-1	Tr.Bi.	Land.	Recon.	2-1	1-Wright J	220	A-Rad.	1850	140	53	1450	24-6	9-3	34-4	34-4	4-8	4-8	290	11	Wd	Wd.	Fab.	Wd.	Fab.	2500	
Vought UO-1	Tr.Bi.	Seap.	Recon.	2-1	1-Wright J	220	A-Rad.	1850	135	55	1350	28-5	10-2	34-4	34-4	4-8	4-8	290	11	Wd	Wd.	Fab.	Wd.	Fab.	2800	
Vought FU-1	Tr.Bi.	Land.	Fi.Sc.	1-0	1-Wright J-5	220	A-Rad.	1850	140	53	1500	24-0	9-10	34-0	34-0	4-7	4-7	290	11	Wd	Wd.	Fab.	Wd.	Fab.	2800	
Vought Corsair	Tr.Bi.	Land.	Deck.	2-1	1-Pr. & Whit. Wasp	425	A-Rad.	1950	150	47	2200	24-7	10-2	34-6	34-6	5-5	4-9	320	12	Wd	Wd.	Fab.	St-T	Fab.	3300	
Vought Corsair	Tr.Bi.	Seap.	Fi.Sc.	2-1	1-Pr. & Whit. Wasp	425	A-Rad.	1950	156	49	2000	28-6	11-4	34-6	34-6	5-5	4-9	320	12	Wd	Wd.	Fab.	St-T	Fab.	3500	
Vought O2U-2	Tr.Bi.	Amph.	Recon.	2-1	1-Pr. & Whit. Wasp	425	A-Rad.	1950	140	52	1900	29-0	10-4	35-0	34-6	5-5	4-9	320	12	Wd	Wd.	Fab.	St-T	Fab.	3700	
Waco 90	Tr.Bi.	La-Ma.	Pa.	3-2	1-Curtiss OX-5	90	W-Vee	1400	96	35	500	23-6	9-0	30-7		5-2½		288		Wd.	Wd.	Fab.	St-T	Fab.	2025	
Waco 150	Tr.Bi.	La-Ma.	Pa.	3-2	1-Hispano Suiza	150	W-Vee	1450	117	44	650	23-3	9-0	30-7		5-2½		288		Wd.	Wd.	Fab.	St-T	Fab.	2600	
Waco 180	Tr.Bi.	La-Ma.	Pa.	3-2	1-Hispano Suiza	180	W-Vee	1800	120	44	750	23-3	9-0	30-7		5-2½		288		Wd...	Wd.	Fab.	St-T	Fab.	2600	
Waco 165	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright J-6	165	A-Rad.	2000	120	44	700	23-0	9-0	30-7		5-2½		288		Wd.	Wd.	Fab.	St-T	Fab.	2600	
Waco 225	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright K-6	225	A-Rad.	1800	128	42	1200	22-6	9-2½	30-7		5-2½		288		Wd.	Wd.	Fab.	St-T	Fab.	2600	
Waco Straight Wing 225	Tr.Bi.	La-Ma.	Pa.	3-2	1-Wright J-6	225	A-Rad.	1800	137	48	1500	22-6	9-0	30-3		5-2½		227		Wd.	Wd.	Fab.	St-T	Fab.	2600	
Watkins Skylark S. L.	Tr.Mo.	La-Ma.	Sp,El-Tr.	2-1	1-LeBlond° 60	60	A-Rad.	1850	104	39	700	21-4½	6-10½		37-0		Taper	170		Wd.	Wd.	Fab.		Ply-Wd.	1350	170
BRITISH																										
Armstrong-Whitworth Siskin	Tr.Bi.	La-Ma.	Fi.Sc.	1-0	1-Jaguar	425	A-Rad.	1870	152.0	69.6	1310	25.5	10.0	32.8	25.2	7.0	3.48	27.2	25.02	A-M.	A-M.	Fab.	A-M.	M&F.	3040	
Armstrong-Whitworth Atlas	Tr.Bi.	La-Ma.	Recon.	2-0	1-Jaguar	435	A-Rad.	1870	138.0	69.6	1018	27.8	9.9	38.4	36.8	6.5	5.58	3.81	26.6	A-M.	A-M.	Fab.	A-M.	M&F.	3919	
Armstrong-Whitworth Argosy	Tr.Bi.	La-Ma.	Pa.	22-20	3-Jaguar Geared	1440	A-Rad.	1450	118.0	69.6	60.6	65.5	20.1	90.5	90.5	12.0	10.75	19.9	29.0	Wd.	Wd.	Fab.	A-M.	M&F.	20100	

Boulton & Paul		Tr.Bi	La-Ma	Da.Bo	3-0	2-Bristol Jupiter		960	A-Rad	1100		54		41-0	14-10	72	72	7	7	980	17	Dur	St-T	Fab	St-T	Fab	10200	
Bristol	Bulldog	Tr.Bi	La-Ma	Fi.Sc	1-0	1-Jupiter	VII	500	A-Rad	1775	174	56	1325	24-9	9-6	34-0	26-10	6-4	4-9	306.5	25	A-M	A-M	Fab	A-M	Fab	3250	
Bristol	Beaver	Tr.Bi	La-Ma	Recon	2-1	1-Jupiter	VIII	460	A-Rad	1000	142	54	1085	31-6	11-7½	44-9	44-9	7-0	4-6	464	30½	A-M	A-M	Fab	A-M	Fab	4460	
Bristol	89A	Tr.Bi	La-Ma	Adv.Tr	2-1	1-Jupiter	VI	420	A-Rad	1700	120	52	1100	25-0	10-1	39-3	39-3	5-6	5-6	405	18⅛	Wd	Wd	Fab	Wd	Fab	3250	
Bristol	83	Tr.Bi	La-Ma	El-Tr	2-1	1-Lucifer	III	130	A-Rad	1700	97	50	615	24-10	9-3½	31-1	31-1	5-3	5-3	285	27½	Wd	Wd	Fab	Wd	Fab	1840	
Bristol	110A	Tr.Bi	La-Ma	Pa	5-4	1-Neptune		300	A-Rad	1700	125	56	600	33-6	10-4	40-6	38-8	6-8	4-2	400	3½	A-M	A-M	Fab	A-M	Fab	4260	720
De Havilland	Moth D. H. 60G	Tr.Bi	La-Ma	Pa,Sp°	2-1	1-DeHavilland	Gipsy	100	A-Vert	1900	102	44.1	700	24.01	8.81	30.05	30.05	4.37	4.37	243.2	3.5	Wd	Wd	Fab	Wd	Wd	1750	690
De Havilland	Moth D. H. 60G	Tr.Bi	Seap	Pa,Sp°	2-1	1-DeHavilland	Gipsy	100	A-Vert	1900	98.2	42.9	480	24.97	9.91	30.05	30.05	4.37	4.37	243.2	3.5	Wd	Wd	Fab	Wd	Wd	1750	576
De Havilland	Canberra D.H. 61	Tr.Bi	La-Ma	Pa,Freight	9-8	1-Bristol Jupiter	11	500	A-Rad	1000	132.2	54	905	28.8	13.05	51.9	51.9	6.28	6.28	613.3	7.8	Wd	Wd	Fab	Wd	Wd	7000	2611
De Havilland	Canberra D.F. 61	Tr.Bi	Seap	Pa,Freight	9-8	1-Bristol Jupiter	11	500	A-Rad	1000	132.2	54	905	39.8	14.3	51.9	51.9	6.28	6.28	613.3	7.8	Wd	Wd	Fab	Wd	Wd	7000	2398
De Havilland	Hercules D.H. 66	Tr.Bi	La-Ma	Mail & Pa	16-14	3-Bristol Jupiter	6	1300	A-Rad	1750	130	52.2	752	56.2	18.62	79.6	79.6	10.36	10.36	154.9		Wd	Wd	Fab	A-M	Fab	15500	3395
De Havilland	Tiger Moth H-71	Tr.Mo	La-Ma	Ra-Ma	1-	1-DeHavilland	Gipsy R	130	A-Vert	2000	201	60.2	2125	18.7			22.4		4.2	76.6		Wd	Wd	Fab	Wd	Wd	920	161
DeHavilland	Hawk Moth D.H.75	Tr.Mo	La-Ma	Pa	4-3	1-Armstrong Sidd.	Lynx	240	A-Rad		127	54	710	29.7	9.2	47.0				304		Wd	Wd	Fab	St-T	Fab	2300	589
De Soutter	Sports Coupe	Tr.Mo	La-Ma	Mail,Pa	3-2	1-Cirrus Mark	III	95	A-Rad	1900	100	45	600	27-0	8-0					190			Wd	Ply-Wd	Wd	Ply-Wd	1750	
De Soutter	Sports Coupe	Tr.Mo	La-Ma	Pho,Sp	3-2	1-Cirrus Hermes		115	A-Rad	2100	110	45	800	27-0	8-0					190			Wd	Ply-Wd	Wd	Ply-Wd	1750	
Gloster	Survey	Tr.Bi	La-Ma	Survey		2-Bristol Jupiter	VI	1000	A-Rad	1000	131	52	1500			61	61	9	9	1010		Met	Met	Fab	Met	Fab	2630	
Gloster	Gamecock II	Tr.Bi	La-Ma	Fi.Sc	1-0	1-Jupiter	VI	574	A-Rad	2000	147	55	2000	19-8	9-11	30-0	26-6	5-3	5-2½	264	20	Wd	Wd	Fab	Wd	Fab	977	
Gloster	Goldfinch	Tr.Bi	La-Ma	Fi.Sc	1-0	1-Bristol Jupiter		400	A-Rad	1950	145	61	1500	22-7	9-11	30-1	27-11			274	20	Met	Met	Fab	Met	Fab	1082	
Hawker	Horsley	Tr.Bi	La-Ma	Da.Bo	2-0	1		700	W-Vee	1050	128	60	1400	38-6	13-6	57-1	49-10	8-6	5-3	692	2-1¾	Dur	St-T	Fab	St-T	Fab	7800	
Hawker	Tom Tit	Tr.Bi	La-Ma	Adv.Tr	2-0	1-		142	A-Rad	1780	124	44	1000	23-5	8-8	28-6	28-6	4-9	4-9	238	2-4	Wd	St-T	Fab	St-T	Fab	1800	
Hawker	Hawfinch	Tr.Bi	La-Ma	Fi.Sc	1-0	1-		460	A-Rad	1870	170	59	2000	23-2	9-4	33-6	28-0	5-9	4-9	294	2-9	Dur	St-T	Fab	St-T	Fab	2908	
Saunders	Saro 17	Tr.Mo	Fl.Bt	Pa	4-3	2-Cirrus Hermes		210	A-Rad	2000	105	50	515	34-4	11-2	45-0		9-6		320		Wd	La-Wd	Wd	Al	Al	3600	600
Westland	Wapiti MK IV	Tr.Bi	Seap°	Da.Bo,Adv°	2-1	1-Jaguar		486	A-Rad	1310	138	58	1100	32-6	11-10	46-5	46-5	5-9	5-9	490	20	Dur	Dur°	Fab	Dur	Fab	4900	
Westland	Wapiti MK IIa	Tr.Bi	Seap°	Da-Bo,Adv°	2-1	1-Bristol	Jupiter VIII	455	A-Rad	1000	142	58	1300	32-6	11-10	46-5	46-5	5-9	5-9	490	20	Dur	Dur°	Fab	Dur	Fab	4900	
Westland	Wizard MKII	Tr.Mo	La-Ma	Fi.Sc	1-0	1-Rolls Royce	F XIS	500	W-Vee	1420				26-10	9-4	40-0		6-6		234		Dur	Dur	Fab	Dur	Fab		
Westland	In Fi	Tr. Mo.	La-Ma	Fi.Sc	1-0	1-Bristol Mercury.	11a	440	A-Rad	2000				24-4	9-8		38-0		6-6	204		Dur	Dur	Fab	Dur	Fab		
Westland	Witch	Tr.Mo	La-Ma	Da.Bo	2-1	1-Bristol	Jupiter VIII	455	A-Rad	1000				37-8	11-6	61-0		9-0		534		Wd	Wd	Fab	Dur	Fab		
Westland	IV	Tr.Mo	La-Ma	Pa,Frt,Mail	6-5	3-ADC Hermes		315	A-Vert	1900	110	55	530	37-6	9-6	57-6		9-6		490		Wd	Wd	Fab	Dur°	W&F	5750	1098
Westland	Widgeon VIII	Tr.Mo	Seap°	El-Tr°	2-1	1-ADC Cirrus III		88	A-Vert	1900	104	45	470	23-5	8-5	36-4		6-0		200		Wd	Wd	Fab	Dur	Fab	1650	350
Westland	IB	Pu-Mo	La-Ma		2-1	1-Genet II		75	A-Rad	2040				15-3	5-9	40-0		8-1	4-9	160		Wd	Wd	Fab	Wd	Wd	1650	350

FRENCH

Bordelaise	DB 70	Tr.Mo	La-Ma	Pa	30-28	3-Hispano	12Hbr	1800	W-Vee	1000	121	55.8	140	65.6	19.7	121.4		15.75		2345.7		Dur	Dur	Dur	Dur	Dur	28600	6380
C.A.M.S.	37-Lia	Pu.Bi	Amph	Pa	5-3	1-Lorraine		450	W-W	1900	118	52.7		37.5	13.28	47.5	47.5	2.4	2.1	624	19.7	La-Wd	La-Wd	Fab	Wd	La-Wd	7040	770
C.A.M.S.	37	Pu.Bi	Amph	Fr	5-3	1-Lorraine		450	W-W	1230	118	52.7		37.5	13.28	47.5	47.5	2.4	2.1	624	19.7	La-Wd	La-Wd	Fab	Wd	La-Wd	7040	770
C.A.M.S.	46	Pu.Bi	Fl.Bo	El-Tr	2-1	1-Hispano		150	W-Vee	1500	99.5	43.5		29.8	9.75	39.4	39.4	1.8	1.6	398	19.7	La-Wd	La-Wd	Fab	Wd	La-Wd	2970	198
C.A.M.S.	53	Pu.Bi	Fl.Bo	El-Tr	12-9	2-Hispano		1200	W-Vee	1000	136.5	60.1		48.6	18.1	68.0	66.2	3.15	1.6	1237.4	39.4	La-Wd	La-Wd	Fab	Wd	La-Wd	15199	2640
C A.M.S.	53	Pu.Bi	Fl.Bo	El-Tr	12-9	2-Hispano		1200	W-Vee	1000	136.5	60.1		48.6	18.1	68.0	66.2	3.15	1.6	1237.4	39.4	La-Wd	La-Wd	Fab	Wd	La-Wd	14720	2640
C.A.M.S.	55	Pu.Bi	Fl.Bo	Da.Bo	5-0	2-Hispano		1200	W-Vee	1000	136.5	60.1		48.6	18.1	68.0	66.2	3.15	1.6	1237.4	39.4	La-Wd	La-Wd	Fab	Wd	La-Wd	14720	2640
C.A.M.S.	55	Pu.Bi	Fl.Bo	Da.Bo	5-0	2-Jupiter		960	A-Rad	1000	130.5	59		48.6	18.1	68.0	66.2	3.15	1.6	1237.4	39.4	La-Wd	La-Wd	Fab	Wd	La-Wd	14720	2640
C.A.M.S.	53-2	Pu.Bi	Fl.Bo	Pa	12-9	2-Jupiter		960	A-Rad	1000	130.5	59		48.6	18.1	68.0	66.2	3.15	1.6	1237.4	39.4	La-Wd	La-Wd	Fab	Wd	La-Wd	14720	2640
C.A.M.S.	57	Pu.Bi	Fl.Bo	Pa	12-9	2-Renault		1000	W-Vee	1000	135.0	60.1		48.6	18.1	68.0	66.2	3.15	1.6	1237.4	39.4	La-Wd	La-Wd	Fab	Wd	La-Wd	14720	2640
Hanriot	H-32	Tr.Bi	La-Ma	El-Tr	2-2	1-Rhone		80	A-Rad		74.5	34		23.5	10.4	30.9	30.9	5.58	5.58	336.7			Wd	Fab	Wd	Fab	1670	
Hanriot	H-35	Tr.Mo	La-Ma	Adv.Tr	2-2	1-Hispano Suiza		180	W-Vee		127	43.5		25.5	10.4	37.4		6.90		237		Al	Al	Fab	Al	Fab	2096	
Hanriot	H-410	Tr.Bi	La-Ma	El-Tr	2-2	1-Lorraine		120	A-Rad		74.5	34		23.5	10.4	33.6	33.6	5.58	5.58	376		Wd	Wd	Fab	Wd	Fab	1980	
Hanriot	H-431	Tr.Bi	La-Ma	Recon,Pho	2-2	1-Lorraine		240	A-Rad		109	52.7		27.5	10.8	37.4	28.0	5.90	5.90	365	15°	Al	Al	Fab	Al	Al	3165	
Hanriot	Hyd-41	Tr.Bi	Seap	El-Tr	2-2	1-Lorraine		120	A-Rad		74.5	32.3		27.0	10.5	33.6	33.6	5.58	5.58	376		Wd	Wd	Fab	Wd	Fab	2200	
Liore et Olivier	Leo H-198	Tr.Bi	Fl.Bt	Pa	8-6	1-Jupiter	9AC	420	A-Rad	1700	102.5	54.0	492.0	41.0	13.7	53.5	53.5	6.9	6.9	690	11.4	Wd	Wd	Fab	Wd	LaWd	6890	1189
Liore et Olivier	Leo H-181	Pu.Mo	Fl.Bt	El.Tr	2-1	1-Salmson	9AC	120	A-Rad	1800	103.8	57.2	590.0	24.42	10.1	41.1		6.9		227.0		Wd	Wd	LaWd	Wd	LaWd	2165	220
Liore et Olivier	Leo 213	Tr.Bi	La-Ma	Pa	15-12	2-Renault	12Ja	900	W-Vee	1800	118	56.5	557.0	52.4	18.2	75.6	75.6	8.2	8.2	1163.9	2.7	A-M	A-M	Fab	A-M	Fab	12550	3080
Potez	39	Tr.Mo	La-Ma	Pa	6-5	1-Salmson	Ab9	230	A-Rad	1700	110.0	53.4	433.0	32.2	10.0	47.3		8.2		376.6		Wd	Wd	Fab	Wd	W&F	4180	780
Potez	33	Tr.Mo	La-Ma	Recon, Da.Bo	2-2	1-Salmson	Ab9	230	A-Rad	1700	115.0	52.8	485	32.2	10.0	47.3		8.2		376.6		Wd	Wd	Fab	Wd	W&F	3960	
Potez	35	Tr.Mo	La-Ma	Recon,Da.Bo°	3-3	2-Renault	12Ja	900	W-Vee	1800	152.0			42.0	10.02	63.0		11.8		678.0		Wd	Wd	Fab	Wd	W&F	3850	
Potez	36	Tr.Mo	La-Ma	Pa	2-1	1-Salmson	Ae7	95	A-Rad	1800	99.5	43.5	545	24.18	8.10	33.2		6.55		210.5		Wd	Wd	Fab	Wd	W&F	1584	319
S.E.C.M.	Amiot 122BP3	Tr.Mo	La-Ma	Da.Bo°	3-0	1-Lorraine		650	W-W		130.5	46.1		46.6	17.4	63.5	63.5	9.84	82.0	914.6		Met	Fab	Fab	Met	Fab	11359	
S.E.C.M.	Latham H7	Tr.Bi	Fl.Bt	Recon	5-0	2-Farman		1000	W-W		111.8	49.6		82.6	17.05	82.6	70.9	9.97	7.21	1311		Wd	St-T	Fab	Wd	Wd	15149	
S.E.C.M.	Latham H7	Tr.Bi	Fl.Bt	Mail	5-0	2-Hispano		1000	W-W		124.0	49.6		82.6	17.05	82.6	70.9	9.97	7.21	1311		Wd	St-T	Fab	Wd	Wd	15149	

GERMAN

Albatros	L68C	Tr.Bi	La-Ma	Train°	2-1	1-Siemens	SH12	120	A-Rad	1600	84.0	47.9	492	20.8	8.85	33.2	33.2	4.07	4.1	270	18°	Wd	Wd	W&F	St-T	Fab	1925	
Albatros	L72C	Tr.Bi	La-Ma	Fr.Pa	6-4	1-B.M.W.	IV	300	W-Vert	1400	102.5	52.8	525	34.0	11.0	33.2	33.2	6.04	6.04	479		St-T	Al	Fab	St-T	Fab	4565	825
Albatros	L73A	Tr.Bi	La-Ma	Pa	10-8	1-Siemens Jupiter	VI	960	A-Rad	1800	108.6	62.1	656	48.9	15.25	64.6	64.3	7.88	7.88	990		St-T	Al	Fab	St-T	Fab	12100	1760
Albatros	L75A	Tr.Bi	La-Ma	Train°,Sp	2-1	1-B.M.W.	Va	360	W-Vert	1585	129.0	56.0	984	32.6	10.3	41.0	41.0	4.86	4.86	396	15°	Wd	Wd	W&F	St-T	Fab	4040	
Albatros	L75C	Tr.Bi	La-Ma	Train°,Sp	2-1	1-B.M.W.	V	400	W-Vert	1580	126.7	44.0	1180	32.6	10.3	41.0	41.0	4.86	4.86	396	15°	Wd	Wd	W&F	St-T	Fab	4040	
Albatros	L76	Tr.Bi	La-Ma	Mail	2-1	1-B.M.W.	VI	600	W-Vert	1410	149.0	71.4	1180	27.7	10.85	41.8	27.5	4.89	3.41	298	12°	Wd	Wd	LaWd	St-T	Fab	5360	495
Albatros	L82	Tr.Bi	La-Ma	Train,Sp	2-1	1-D. H. Gipsy		98	A-Vert	1935	102.5	49.5	538	25.4	9.0	29.5	29.5	3.64	3.62	215	7°	Wd	Wd	W&F	St-T	Fab	1680	
Albatros	L82B	Tr.Bi	La-Ma	Train,Sp	2-1	1-Siemens	SH13	82	A-Rad	1625	88.2	46.5	554	25.4	9.0	29.5	29.5	3.64	3.62	215	7°	Wd	Wd	W&F	St-T	Fab	1562	
BFW	U12b	Tr.Mo	L-Ma	El-Tr	2-1	1-Siemens	Sh 12	125	A-Rad	1750	93.2	44.7	160	24.25	9.18	32.8	32.8	4.33	4.33	258.2	13.86	Wd	Wd	Fab	Wd	Wd	1760	
BFW	U12a	Tr.Mo	La-Ma	El-Tr	2-1	1-Siemens	Sh 14	115	A-Rad	1750	90.7	44.7	150	24.25	9.18	32.8	32.8	4.33	4.33	258.2	13.86	Wd	Wd	Fab	Wd	Wd	1760	

ABBREVIATIONS:

°—Others Also
a—Average
A—Air
A—Ailerons
Adv.Tr.—Advanced Training
Ae.Ad—Aerial Advertising
A&F—Aluminum & Fabric
Al—Aluminum or Al. Alloy
Al.T—Aluminum Tubing
A-M—All Metal Construction
Amph.—Amphibian
A&St.—Aluminum & Steel
A&W—Aluminum & Wood
Bomb—Bomber
Cab.—Cabin
Comm.—Commercial
Convt.—Convertible
Da.Bo.—Day Bomber
Deck.—Deck Flying
Dur.—Duralumin
Dust.—Dusting
E—Elevator
El-Tr—Elementary Training
Fab.—Fabric
Fi.Sc.—Fighting Scout
Fl.Bt.—Flying Boat
Fr.—Freight
Gen—General Utility
Gr.At.—Ground Attack
Hor.—Horizontal
La-Ma—Land Machine
La-Wd.—Laminated Wood
L&F—Laminated Wood & Fabric
m—Maximum Tapered
Ma.—Mail
Met.—Metal
M&F—Metal & Fabric Covering
M&W—Metal & Wood
NFB—Night Flying Bomber
Ni.Fi.—Night Fighter
Obs.—Observation
Opt.—Optional
Pa.—Passenger
Pho.—Photographic
Ply-Wd.—Plywood
Pr.&Whit.—Pratt & Whitney
Pu.Bi.—Pusher Biplane
Ra-Ma—Racing Machine
Rad.—Radial
R—Rudder
Recon.—Reconnoisance
Rot.—Rotary
Seap.—Seaplane
Sp.—Sport
Sp.&Tr.—Sport & Training
St-T.—Steel Tube
St&Wd.—Steel & Wood
Subm.—Submarine
Taper.—Tapered Wing
To.Ca.—Torpedo Carrier
TP.Bi—Tractor & Pusher Biplane
Train.—Training
Tr.Bi.—Tractor Biplane
Tr.Mo.—Tractor Monoplane
Tr.Se.—Tractor Sesquiplane
Tr.Tr—Tractor Triplane
Ver.—Vertical
W—(Cooling) Water
W—(Cy inders) Three Banks
Wd.—Wood
W&M—Wood & Metal
W&F—Wood Fabric Covering
W&S—Wood & Steel
X—4 Banks Cylinders

AIRPLANES OF THE WORLD—Continued

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seating Capacity and No. of Passengers	POWER PLANT				PERFORMANCE			OVERALL		WING DIMENSIONS						MATERIAL					WEIGHTS	
					Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb in First Minute (Ft.)	Length (Ft. Ins.)	Height (Ft. Ins.)	Span		Chord		Area (Sq. Ft.)	Stagger (Ins.)	Wings			Fuselage		Loaded (Lbs.)	Net Pay Load (Lbs.)
														Upper (Ft. Ins.)	Lower (Ft. Ins.)	Upper (Ft. Ins.)	Lower (Ft. Ins.)			Ribs	Spars	Covering	Structure	Covering		
GERMAN—Cont.																										
BFW M 21	Tr.Mo.	La-Ma.	El-Tr.	2-1	1-Siemens Sh 14	115	A-Rad.	1750	93.2	46.6	150	23.65	9 07	32.8	32.8	4.61	3.61	216	5.2	Wd.	Wd.	W&F	St-T	W&F	1630	
BFW M 23a	Tr.Mo.	La-Ma.	Sp.	2-1	1-Salmson AD9	45	A-Rad.	2000	87.0	39.8	140	21.8	7.55		38.7		4.0	154		Wd.	Wd.	W&F	Wd.	Wd.	1055	
BFW M 23b	Tr.Mo.	La-Ma.	Sp, Train.	2-1	1-Siemens Sh 13	82	A-Rad.	1750	99.4	43.5	200	21.3	7.55		38.7		4.0	154		Wd.	Wd.	W&F	Wd.	Wd.	1286	
BFW M 23b	Tr.Mo.	La-Ma.	Sp.	2-1	1-Armstrong Genet	88	A-Rad.	2200	100.6	43.5	210	21.85	7.55		38.7		4.0	154		Wd.	Wd.	W&F	Wd.	Wd.	1286	
BFW M 23b	Tr.Mo.	La-Ma.	Sp.	2-1	1-Cirrus M III	95	A-Vee.	2100	108.7	43.5	240	20.8	7.55		38.7		4.0	154		Wd.	Wd.	W&F	Wd.	Wd.	1320	
BFW M 18d	Tr.Mo.	La-Ma.	Pa, Pho.	5-4	1-Siimens Sh 12	125	A-Rad.	1750	90.0	46.5	334	30.2	8.85	51.5		5.35		272		A-M.	A-M.	M&F	A-M.	A-M.	2695	748
BFW M 18d	Tr.Mo.	La-Ma.	Pa, Pho.	8-6	1-Wright R-760	230	A-Rad.	2100	118	57.7	361	29.5	8.85	51.5		5.35		272		A-M.	A-M.	M&F	A-M.	A-M.	3960	1385
BFW M 24a	Tr.Mo.	La-Ma.	Pa, Pho.	10-8	1-BMW V a	350	W-Vee.	1650	118	54.6	492	42.0	13.8	67.6		6.82		462.7		A-M.	A-M.	M&F	A-M.	A-M.	6160	1495
BFW M 24b	Tr.Mo.	La-Ma.	Pa.	10-8	1-Hornet	525	A-Rad.	2100	136.5	57.2	820	42.0	13.8	67.6		6.82		462.7		A-M.	A-M.	M&F	A-M.	A-M.	6600	1629
BFW M 20	Tr.Mo.	La-Ma.	Pa.	12-10	1-BMW VI uz	650	W-Vee.	1700	125	55.9	557.5	48.9	10.3	83.6		8.36		700		A-M.	A-M.	M&F	A-M.	A-M.	10032	2320
Focke-Wulf A17a	Tr.Mo.	La-Ma.	Pa,Fr.	10-8	1-Siemen Jupiter	480	A-Rad.	1000	125.5	55.9	541	42.64	13.12	65.6		8.85		670.5		La-Wd.	LaWd.	LaWd.	St-T	Fab.	8800	1936
Focke-Wulf A29	Tr.Mo.	La-Ma.	Pa,Fr.	10-8	1-B.M.W. VI	600	W-Vert.	1500	123.0	57.1	575	48.5	13.12	65.6		8.85		670.5		LaWd.	LaWd.	LaWd.	St-T	Fab.	9780	2129
Focke-Wulf A21	Tr.Mo.	La-Ma.	Pa,Fr.	2-3	1-B.M.W. VI	600	W-Vert.	1500	124.0	55.9	870	42.64	13.12	65.6		8.85		670.5		LaWd.	LaWd.	LaWd.	St-T	Fab.	7920	
Focke-Wulf A20a	Tr.Mo.	La-Ma.	Pa,Fr.	5-1	1-Wright Whirlwind	220	A-Rad.	1800	105.5	49.7	672	33.5	8.85	52.5		7.55		344.3		LaWd.	LaWd.	W&F	W&S.	Fab.	3520	704
Focke-Wulf A28	Tr.Mo.	La-Ma.	Pa,Fr.	6-1	1-Gnome,Rh Titan	240	A-Rad.	1800	110.2	52.8	558	33.5	8.85	52.5		7.55		344.3		LaWd.	LaWd.	W&F	W&S.	Fab.	4180	1100
Focke-Wulf W4	Tr.Bi.	Seap.	Mail	2-1	1-Jupiter 9AR	480	A-Rad.	1000	130.5	55.9	705	24.6	14.42	40.7	38.7	8.52	7.39	538.0	35.5	LaWd.	LaWd.	W&F	St-T	Fab.	5720	
Focke-Wulf S24	Tr.Bi.	La-Ma.	El-Tr,Sp.	2-1	1-Siemens SH13	70	A-Rad.	1500	93.2	40.4	509	20.62	7.39	29.2	29.2	3.77	3.77	210.		LaWd.	LaWd.	W&F	St-T	Fab.	510	
Heinkel HE9	Tr.Mo.	Seap.		3-0	1-B.M.W. VIu	500	W-Vee.	1060	161.5	59.4	1312	38.1	15.1		55.1		9.87	521.75		Wd.	Wd.	Fab.	St-T	Fab.	6930	770
Heinkel HE10	Tr.Mo.	Seap.	Adv.Tr.	5-0	1-B.M.W. VIu	500	W-Vee.	1060	152.8	68.4	820	43.0	15.4		59.7		12.12	655.		Wd.	Wd.	Fab.	St-T	Fab.		792
Heinkel HD 38	Tr.Bi.	Seap°			1-B.M.W. VI	500	W-Vee.	1650	171.0	62.9	2950	28.55	11.8	32.8	32.8	5.41	5.09	324.	29.5	Wd.	Wd.	Fab.	St-T	Fab.	4400	242
Heinkel HD 41	Tr.Bi.	La-Ma.		2-0	1-B.M.W. VIu	500	W-Vee.	1060	178.0	60.9	1970	32.3	12.45	37.7	32.8	5.9	5.25	372.	35.1	Wd.	Wd.	Fab.	St-T	Fab.	5830	935
Heinkel HD 42	Tr.Bi.	Seap°	Adv.Tr.	2-0	1-B.M.W. Va	320	W-Vert.	1650	114.9	47.2	975	34.5	13.45	45.9	42.6	7.22	7.22	602.8	26.0	Wd.	Wd.	Fab.	St-T	Fab.	4730	429
Heinkel HD 43	Tr.Bi.	La-Ma.			1-B.M.W. VI	500	W-Vee.	1650	200.0	59.0	2950	22.95	10.5	32.8	26.2	5.74	4.43	283.5	26.0	Wd.	Wd.	Fab.	St-T	Fab.	3740	341
Heinkel HD 44	Tr.Bi.	La-Ma.		4-0	1-B.M.W. VIu	500	W-Vee.	1000	128.0	48.5	1475	40.0	15.1	57.7	49.5	8.6	7.28	812.0	40.0	Wd.	Wd.	Fab.	St-T	Fab.	6860	1189
Heinkel HE 8	Tr.Mo.	Seap.		3-0	1-A. S. Jaguar	425	A-Rad.	1250	134.2	54.0	1575	37.7	13.2		55.2		9.85	505.7		Wd.	Wd.	Fab.	St-T	Fab.	5192	605
Heinkel HE 12	Tr.Mo.	Seap.	Mail	2-0	1-Pr. & Whit Hornet	500	A-Rad.	1900	133.5	51.5	1540	37.7	14.75		55.2		10.19	520.		Wd...	Wd.	Fab.	St-T	Fab.	5720	792
Heinkel HD 16	Tr.Bi.	Seap°	Freight.	4-0	1-A. S. Leopard	700	A-Rad.	1650	121.0	52.9	624	42.6	16.7	59.0	59.0	9.35	9.35	1040.		Wd.	Wd.	Fab.	St-T	Fab.	1020	2840
Heinkel HD 27	Tr.Bi.	La-Ma.	Mail	1-0	1-Liberty	400	W-Vee.	1650	127.4	50.3	852	30.2	12.8	44.6	42.6	7.22	6.23	549.5	95	Wd.	Wd.	Fab.	Wd.	LaWd.	5196	1142
Heinkel HD 55	Tr.Bi.	Fl.Bt.		2-0	1-Siemens Jupiter	510	A-Rad.	1900	118.0	44.7	1080	33.8	13.1	45.9	45.9	7.05	7.05	612.0		Wd.	Wd.	Fab.	Wd.	LaWd.	4710	539
Heinkel HD 56	Tr.Bi.	Seap.	Adv.Tr.	2-0	1-Whirlwind	300	A-Rad.	1900	124.2	44.7	1050	27.9	11.8	38.4	38.4	5.57	5.57	405.0	45	A-M.	A-M.	Fab.	St-T	Fab.	3620	440
Heinkel HD 57	Tr.Mo.	Amph.	Pa.	6-0	1-Pr. & Whit Hornet	500	A-Rad.	1900	130.5	52.9	640	35.1	13.79	52.5		9.19		422.5		A-M.	Wd.	Fab.	A-M.	A-M.	5540	1100
Junkers F13 Ke L	Tr.Mo.	La-Ma.	Pa.	6-5	1-Junkers L5	280	W-Vert.	1450	127.5	62.7	656	34.8	11.05		58 25			44			A-M.	Met.	A-M.	Met.	5280	1100
Junkers F13 Ke W	Tr.Mo.	Seap.	Pa.	6-5	1-Junkers L5	310	W-Vert.	1500	115.5	62.7	525	36.1	12.8		58.25			44			A-M.	Met.	A-M.	Met.	5280	550
Junkers W 33fL	Tr.Mo.	La-Ma.	Fr,Dust,Pho.	3-0	1-Junkers L5	280	W-Vert.	1450	127.5	66.5	492	34.5	10.05		58.25			44			A-M.	Met.	A-M.	Met.	5940	1085
Junkers W 33fW	Tr.Mo.	Seap.	Fr,Dust,Pho.	3-4	1-Junkers L5	310	W-Vert.	1500	115.5	66.5	459	36.1	12.8		58.25			44			A-M.	Met.	A-M.	Met.	5940	1272
Junkers W 34fL	Tr.Mo.	La-Ma.	Mail,Fr.	3-0	1-Bristol VI	450	A-Rad.	1800	131.0	66.5	590	34.5	10.15		58.25			44			A-M.	Met.	A-M.	Met.	5940	1955
Junkers W 34fW	Tr.Mo.	Seap.	Mail,Fr.	3-0	1-Bristol VI	485	A-Rad.	2000	121.0	66.5	574	36.1	12.8		58.25			44			A-M.	Met.	A-M.	Met.	5940	1409
Junkers G24 HeL	Tr.Mo.	La-Ma.	Pa,Fr.	11-11	3-Junkers L5	280	W-Vert.	1450	130.5	66.5	574	51.8	37.5		96.3			99			A-M.	Met.	A-M.	Met.	15400	2440
Junkers G24 heW	Tr.Mo.	Seap.	Pa,Fr.	11-11	3-Junkers L5	310	W-Vert.	1500	125.0	68.3	459	51.8	37.5		96.3			99			A-M.	Met.	A-M.	Met.	15400	2440
Junkers G31	Tr.Mo.	La-Ma.	Pa.	18-15	3-Bristol VI	485	A-Rad.	2000	131.0	73.3	590	56.8	16.1		98.5			101			A-M.	Met.	A-M.	Met.	18690	2640
Junkers A50	Tr.Mo.	La-Ma°	Sp.	2-1	1-Armstrong-Genet	88	A-Rad.	2200	102.5	46.6	689	13.35	7.87		32.8			126			A-M.	Met.	A-M.	Met.	1295	220
Rohrbach Roland	Tr.Mo.	La-Ma.	Pa.	12-1	3-B.M.W. Va	960	W-Vee.		131.0	69.4		53.8	14.75	86.2				959		Dur.	Dur.	Dur.	Dur.	Dur.	16700	2200
Rohrbach Rocco	Tr.Mo.	Fl.Bt.	Pa.	13-10	2-Rolls-Royce Condor	1300	W-Vee.		125.5	77.7		63.3	22.0	85.3				1010		Dur.	Dur.	Dur.	Dur.	Dur.	23100	1980
Rohrbach Rostra	Tr.Mo.	Fl.Bt.	Mail,Fr.	3-0	2-Gnome-Rh Jupiter	1050	A-Rad.		126.8	72.7		51.2	21.0	88.3				830		Dur.	Dur.	Dur.	Dur.	Dur.	16500	2420
Rohrbach Romar	Tr.Mo.	Fl.Bt.	Pa.	16-12	3-B.M.W. VIu	1650	W-Vee.		114.2	79.0		72.1	27.9	121.0				1830		Dur.	Dur.	Dur.	Dur.	Dur.	41800	2200
CZECHO-SLOVAKIAN																										
Avia B.H. 33	Tr.Mo.	La-Ma.	Fi.Sc.	1-0	1-Gnome-Rh.Jupiter VI	480	A-Rad.	1800	171.	55.9	1000	23.1	9.15	27.9	29.2	4.43	4.43	236.7	23	La-Wd.	La-Wd.	W&F	La-Wd.	La-Wd.	925	
Avia B.H. 33E	Tr.Mo.	La-Ma.	Fi.Sc.	1-0	1-Jupiter VII	425	A-Rad.	1360	177.	59.0	1500	23.1	9.15	27.9	29.2	4.43	4.43	236.7	23	La-Wd.	La-Wd.	W&F	St-T	Fab.	925	
Avia B.H. 33L	Tr.Mo.	La-Ma.	Fi.Sc.	1-0	-Skoda L	570	W-Vee.	2000	185.	62.1	1000	23.7	10.28	31.2	31.2	50.84	42.6	236.7	69	La-Wd.	La-Wd.	W&F	St-T	Fab.	925	
ITALIAN																										
Caproni 70	Tr.Mo.	La-Ma.	Fi.Sc.	2-0	1-Jupiter	380	A-	1575	127	49.7	400	31.3	12.4	49.5	28.8	8.2	8.2	591.8		Wd.	Wd.	Fab.	Wd.	La-Wd	4466	
Caproni .73ter	Pu.Bi.	La-Ma.	NFB.	4-0	2-Asso FF	1000	W-	1850	122	49.7	220	49.5	18.4	59.0	82.0	10.65	12.1	1540	40	Wd.	Wd.	Fab.	Wd.	La-Wd	12540	
Caproni 73	Pu.Bi.	La-Ma.	Mail	12-10	2-Asso FF	1000	W-	1850	122	49.7	220	49.5	18.4	59.0	82.0	10.65	12.1	1540	40	Wd.	Wd.	Fab.	Wd.	La-Wd	12540	

Caproni	79	Pu.Bi.	La-Ma.	NFB.	4–0	4–Asso.	FF	2000	W-.	1800	130	49.7	250	53.7	22.0	76.6	108.0	13.1	12.1			Wd.	Wd.	Fab.	Wd.	La-Wd.	23980	
Caproni	80	Pu.Bi.	La-Ma.	NFB.	4–0	2–Jupiter		800	A-.	1650	112	44.2	200	49.5	18.4	59.0	82.0	10.65	12.1	1540	40	Wd.	Wd.	Fab.	Wd.	La-Wd.	10560	
Caproni	90	Pu.Bi.	La-Ma.	Da.Bo.	4–6	6–Asso.	FF	6000	W-.	1700	140	62.1	230	87.0	35.2	152.0	158.6	13.45	13.45	538.0		A-M.	A-M.	Fab.	St-T.	Fab.	72600	
Caproni	95	Tr.Mo.	La-Ma.	Da.Bo.	4–6	3–Asso.	FF	3000	W-.	1700	149	62.1	285	72.5	18.5	136.0		10.15		2517.8		A-M.	A-M.	Fab.	St-T	Fab.	33000	
Caproni	97	Tr.Mo.	La-Ma.	Mail	7–6	3–Lorraine		300	A-.	1850	121	55.0	230	35.6	11.8	52.5		8.2		430		A-M.	A-M.	Fab.	St-T	Fab.	4840	1320
Caproni	97 Bi	Tr.Mo.	La-Ma.	Mail	7–6	1–Jupiter		420	A-.	1900	140	61.5	210	35.6	11.8	52.5		8.2		430		A-M.	A-M.	Fab.	Wd.	Fab.	4840	1320
Caproni	100	Tr.Bi.	La-Ma.	Mail	2–1	1–Gipsy		85	A-.	1950	105	42.3	150	23.6	8.85	28.0	32.8	4.36	4.36	258	8.9	Wd.	Wd.	Fab.	Wd.	Fab.	1496	
Caproni	100	Tr.Bi.	Seap.	Mail	2–1	1–Isotta Fraschini		100	A-.	1350	112	43.5	150	23.6	8.85	28.0	32.8	4.36	4.36	258	8.9	Wd.	Wd.	Fab.	Wd.	Fab.	1573	
Caproni	100	Tr.Bi.	Seap.	Mail	2–1	1–Isotta Fraschini		1000	W-.	1700	149	61.0	220	44.3	18.4	61.6		10.8		591.8		Wd.	Wd.	Fab.	A-M.	Fab.	8360	
Caproni	101	Tr.Mo.	La-Ma.	Da.Bo.	2–0	2–Isotta Fraschini		1000	W-.	1850	130	59.0	210	44.3	18.4	61.6		10.8		591.8		Wd.	Wd.	Fab.	A-M.	Fab.	8460	
Caproni	101	Tr.Mo.	La-Ma.	Da.Bo.	2–0	2–Isotta Fraschini		1000	W-.	1850	130	59.0	210	44.3	18.4	61.6		10.8	4.36	591.8		Wd.	Wd.	Fab.	A-M.	Fab.	8250	
Caproni	101	Tr.Mo.	La-Ma.	Da.Bo.	2–0	3–Lynx		570	A-.	1900	127	56.0	190	44.3	18.4	61.6		10.8	4.36	591.8		Wd.	Wd.	Fab.	Wd.	La-Wd.	12540	
Caproni	103	Pu.Bi.	La-Ma.	Da.Bo.	4–0	2–Asso		1000	W-.	1350	130	49.7	250	49.5	18.4	59.0	82.0	10.65	12.1	1488	40	Wd.	Wd.	Fab.	M&W.	La-Wd.	8580	
Fiat	BR 2	Tr.Bi.	La-Ma.	Da.Bo.	2–0	1–Fiat	A 25	1000	W-Vee.	1700	156	59.0		34.3	12.3	56.7	47.0	8.26	8.26	828.5	5°	Wd.	Wd.	Fab.	A-M.	Fab.	3060	
Fiat	CR 20	Tr. Bi.	La-Ma.	Fi.Sc.	1–0	1–Fiat	A 20	410	W-Vee.	2050	172.5	59.0		22.1	8.93	32.15	22.4	5.33	5.33	278.5	10°	A-M.	A-M.	Fab.	A-M.	Fab.	3190	
Fiat	CR 20B	Tr.Bi.	La-Ma.	Adv.Tr.	2–0	1–Fiat	A 20	410	W-Vee.	2050	167.5	59.0		22.3	8.93	32.15	22.4	5.33	5.33	278.5	10°	A-M.	A-M.	Fab.	A-M.	Fab.	3190	
Fiat	ICR 20	Tr.Bi.	Seap.	Fi.Sc.	1–0	1–Fiat	A 20	410	W-Vee.	2050	167.5	62.1		22.1	10.65	31.15	22.4	5.33	5.33	278.5	10	A-M.	A-M.	Fab.	A-M.	Fab.	3190	
Fiat	R 22	Tr.Bi.	La-Ma.	Recon.	2–0	1–Fiat	A 22	570	W-Vee.	1900	152	52.7		30.1	10.82	46.6	34.1	7.05	7.05	538		A-M.	A-M.	Fab.	A-M.	Fab.	5550	
Fiat	A 120	Tr.Mo.	La-Ma.	Recon.	2–0	1–Fiat	A 22	570	W-Vee.	1900	155	55.9		29.0	10.5	45.5		7.87		324		Al.	Al.	Fab.	A-M.	Fab.	5170	
Fiat	AS 1	Tr.Mo.	La-Ma.	Sp.	3–2	1–Fiat	A 50	90	A-Rad.	1600	105.5	37.2		19.7	8.3	34.1		5.75		188.5			Wd.	Fab.	Wd.	La-Wd.	1463	4400
Fiat	IAS 1	Tr.Mo.	Seap.	Sp.	3–2	1–Fiat	A 50	90	A-Rad.	1600	95.0	44.7		19.7		34.1		5.75		188.5			Wd.	Fab.	Wd.	La-Wd.		4400
Fiat	AL 6	Tr.Mo.	La-Ma.	Pa.	6.5	3–Fiat	A50R	330	A-Rad.	1900	124.5	52.2		28.2	8.55	42.6		6.9		280			Al.				3805	8800
Fiat	BRC	Tr.Mo.	La-Ma.	Da.Bo.	17–14	3–Fiat	A 24	2100	W-Vee.	1900	139.5	62.1		58.4	17.2	99.7		15.75		1510			Al.				23100	
Macchi	M 18	Pu.Bi.	Fl.Bt.		5–4	1–		250	W-H.		108.0			32.0	10.65	51.85	39.5	5.9	5.09	45		Wd.	Wd.	Fab.	Wd.	La-Wd.	3710	
Macchi	M 52	Tr.Mo.	Seap.	Ra-Ma.	1–0	1–		950	W-Vee.		320.0	90.0		23.85	9.67	29.5		5.35		13.3		Wd.	Wd.	La-Wd.	W&S.	W&F.	3180	
Macchi	M 70	Tr.Bi.	La-Ma°	Sp.	2–1	1–Cirrus Mark II.		75	A-H.		96.5	34.2	852	23.60	9.67	32.6	32.6	4.92	4.92	28.4		Wd.	Wd.	Fab.	Wd.	La-Wd.	1630	
Macchi	S16 ter	Pu.Bi.	Fl.Bt.	Recon, Da. Bo	3–0	1–		400	W-Vee.	1800	118.0	55.9	920	34.0	10.82	50.9	50.9	7.39	6.07	60		Wd.	Wd.	Fab.	Wd.		1460	
Macchi	S55 M	Pu.Mo.	Fl.Bt	NFB.	4–0	2–		1000	W-Vee.	1850	121.0	65.3	820	52.5	16.40	78.7		16.7		93		Wd.	Wd.	La-Wd.	Wd.			2200
Macchi	S55 P	Pu.Mo.	Fl.Bt	Pa	12–9	2–		1000	W-Vee.	1850	123.0	65.3	820	52.5	16.40	78.7		16.7		93		Wd.	Wd.	La-Wd.	Wd.			
Macchi	S59 Bis	Pu.Bi.	Fl.Bt	Recon, Da. Bo	3–0	1–		500	W-Vee.	1850	124.2	55.9	984	34.0	11.49	50.9	50.9	7.39	6.07	60		Wd.	Wd.	Fab.	Wd.		6600	
Meridionali	S62	Pu.Bi.	Fl.Bt	Recon, Da. Bo	3–0	1–Fiat		750	W-Vee.	1800	127.0	55.9	984	36.1	13.1	50.9				700		Wd.	Wd.	Fab.	Wd.	La-Wd.	3300	
Meridionali	S64	Pu.Mo.	La-Ma.	Raid	2–0	1–		550	W-Vee.	1950	146.0	59.0	1310	29.5	12.1	70.5				700		Wd.	Wd.	La-Wd.	Wd.	La-Wd.	15200	
Meridionali	C1	Tr.Bi.	La-Ma.	Adv.Tr.	1–0	1–		150	W-Vee.	1500	121.0			21.3	11.49	29.85	18.72	4.92	4.92	227.5		Wd.	Wd.	Fab.	W&S.	La-Wd	2030	
Meridionali	C2	Tr.Bi.	La-Ma.	Adv.Tr.	2–0	1–		150	W-Vee.	1500	127.0			22.8	11.49	29.85	18.72	4.92	4.92	227.5	8.28	Wd.	Wd.	Fab.	W&S.	Fab.	2222	
Meridionali	Ro 1	Tr.Bi.	La-Ma.	Recon.	2–1	1–		420	A-Rad.	1700	143.0	49.6	820	31.0	10.82	50.2	36.9	6.7	4.1	423.0	36.2	Wd.	Wd.	W&F.	St-T	Fab.	4840	
Meridionali	C18	Pu.Bi.	Fl.Bt	El-Tr.	2–1	1–		250	W-Vert.	1850	124.2	59.0	820	28.4	10.65	34.45	11.97	5.97	5.19	296.0		Wd.	Wd.	Fab.	Wd.	Fab.	2860	
Meridionali	C21	Pu.Bi.	Fl.Bt	Recon.	3–1	1–		500	W-Vee.	1850	130.5	59.0	820	35.8	12.8	52.5	43.15	7.88	6.7	645.0		Wd.	Wd.	Fab.	Wd.	La-Wd.	6600	
Savoia	S55M	Pu.Mo.	Seap.	To.Ca.	4–0	2–T.F.Asso		1000	Wat.	1800	120.9	66.2	820	52.5	16.4	78.72		16.7		1010.7		Wd.	Wd.	La-Wd	Wd.	W&F.	14575	
Savoia	S55 Pa	Pu.Mo.	Seap.	Pa	12–9	2–T.F.Asso		1000	Wat.	1800	123.0	66.2	820	52.5	16.4	78.72		16.7		1010.7		Wd.	Wd.	La-Wd	W&F.	W&F.	16720	2200
Savoia	S59 Bis	Pu.Bi.	Seap.	Recon.	3–0	1–T.F.Asso		500	Wat.	1800	124.0	56.0	975	34.0	11.4	50.9	50.9	7.38	6.07	646		Wd.	Wd.	Fab.	Wd.	W&F.	6500	
Savoia	S62	Pu.Bi.	Seap.	Recon.	3–0	1–T.F.Asso		750	Wat.	1800	127.5	56.0	975	36.1	13.1	50.9	38.7	8.2	7.38	700		Wd.	Wd.	Fab.	Wd.	W&F.	7700	
Savoia	S64	Pu.Mo.	La-Ma.		2–0	1–Fiat A22 T.		550	Wat.	1800	146.0	59.0	1310	29.5	12.12	70.5		13.01		700		Wd.	Wd.	La-Wd	Wd.	Wd.	15190	
Triestino	C22	Tr.Bi.	Fl.Bt.	Mail,Pa.	14–12	3–		810	W-Vert.	1950	118	62.1	667	52.5	17.55	69.0	30.7	11.49	9.84	1076		Al.	Wd.	Fab.	Wd.	La-Wd.	3320	
Triestino	C25	Pu.Bi.	Fl.Bt.	Fi.Sc.	1–0	1–		400	W-Vee.	2200	158	59.0	1970	28.8	9.99	36.7	19 7	5 57	5.19	290.5		Al.	Wd.	Fab.	Wd.	La-Wd.	1630	
Triestino	C26	Tr.Bi.	La-Ma°	Sp.	2–1	1–		75	A-Vert	1800	93.2	46.6	590	22.95	8.75	32.8	29.2	4.59	4.59	285.0		Wd.	Wd.	Fab.	Wd.	La-Wd.	1630	

MEXICAN

Azcarate	O-E	Tr.	La-Ma.	Pho,Da.Bo,°	2–0	1–BMW	.185	185	W-Vert.	1450	160	80	210	9.60	3.30	5 54	7.10	2.16	1.73	43	16	Wd.	Wd.	Fab.	Wd.	La-Wd.	1700	204
Azcarate	E	Tr.	La-Ma.	Adv.Tr.	2–1	1–Wright	R540 A	165	A-Rad.	1800	165	65	80	6.80	2.57	10.5	5.30	1.73	1.35	23.54	23.8	Wd.	Wd.	Fab.	Wd.	La-Wd.	962	75

SPANISH

C.A.S.A.	Breguet XIX	Tr.Bi.	La-Ma	Recon.	2–0	1–Hipano°	V	450	Wat.	1800	135.5	55.8	985	31.3	10.96	48.7	36.1	8.24	4.92	538		Al.	Al.				2840	2018
C.A.S.A.	Breguet Tipo 28	Tr.Bi.	La-Ma	Pa.	7–6	1–Lorraine		450	Wat.	1600	121.0	59.0	820	35.0	11.45	52.2	36.1	8.24	4.92	560		Al.	Al.				3080	3535
C.A.S.A.	Dornier	Tr.Bi.	Fl.Bt.	Da.Bo.	2–0	1–Hispano°	V	900	Wat.	1800	118.0	59.0	492	57.5	13.6	73.8	19.7	14.1	13.78	1043		Al.	Al.			Al	1530	
C.A.S.A.	Dornier Super Wal	Tr.Bi.	Fl.Bt.	Raid	4–0	4–Napier		2000	Wat.	1900	130.5	62.1	492	81.0	15.12	93.5	24.6	17.4	16.3	1540		Al.	Al.			Al	34200	

SWEDISH

Junkers	K 53 L	Tr.Mo.	La-Ma.	Ae-Ad.	3–0	1–Junkers	L5	310	Wat.	1500	123.8	65.2	820	27.0	11.5		52.1		Taper.	320		A-M.	A-M.	A-M.	A-M.	A-M.	3740	
Junkers	K 53 W	Tr.Mo.	Seap.	Ae-Ad.	3–0	1–Junkers	L5	310	Wat.	1500	118.5	65.2	820	30.05	11.5		52.1		Taper.	320		A-M.	A-M.	A-M.	A-M.	A-M.	3740	
Junkers	K 30 L	Tr.Mo.	La-Ma.	Da.Bo,Recon	4–0	3–Junkers	L5	930	Wat.	1500	125.4	68.2	558	51.8	21.0		96.2		Taper.	1076		A-M.	A-M.	A-M.	A-M.	A-M.	1540	
Junkers	K 30 W	Tr.Mo.	Seap.	Da.Bo,Recon	4–0	3–Junkers	L5	930	Wat.	1500	120.0	71.4	559	54 8	19.0		96.2		Taper.	1076		A-M.	A-M.	A-M.	A-M.	A-M.	1680	
Junkers	K 37 L	Tr.Mo.	La-Ma.	Recon.	3–0	2–Bristol Jupiter	VI	960	A-.	1900	114.	70.8	1100	37 4	14.75		66.5		Taper.	584		A-M.	A-M.	A-M.	A-M.	A-M.	8800	
Junkers	K 39 L	Tr.Mo.	La-Ma.	Ae.Ad.	3–0	1–Junkers	L88	750	Wat.	1050	143.0	70.2	721	36 35	11.5		58.5		Taper.	441		A-M.	A-M.	A-M.	A-M.	A-M.	7700	
Junkers	K 47 L	Tr.Mo.	La-Ma.	Fi.Sc.	2–0	1–Bristol Jupiter	VII	440	A-.	1900	180.0	68.2	1490	28 0	8.53		40.7		Taper.	245		A-M.	A-M.	A-M.	A-M.	A-M.	3600	

ABBREVIATIONS:

°—Others Also
a—Average
A—Air
A—Ailerons
Adv.Tr.—Advanced Training
Ae.Ad—Aerial Advertising
A&F—Aluminum & Fabric
Al—Aluminum or Al. Alloy
Al.T—Aluminum Tubing

A-M—All Metal Construction
Amph.—Amphib an
A&St.—Aluminum & Steel
A&W—Aluminum & Wood
Bomb—Bomber
Cab.—Cabin
Comm.—Commercial
Convt.—Convertible
Da.Bo.—Day Bomber
Deck.—Deck Flying
Dur.—Duralumin

Dust.—Dusting
E—Elevator
El-Tr—Elementary Training
Fab.—Fabric
Fi.Sc.—Fighting Scout
Fl.Bt.—Flying Boat
Fr.—Freight
Gen—General Utility
Gr.At.—Ground Attack
Hor.—Horisontal
La-Ma—Land Machine

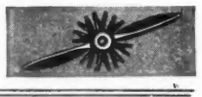
La-Wd.—Laminated Wood
L&F—Laminated Wood & Fabric
m—Maximum Tapered
Ma.—Mail
Met.—Metal
M&F—Metal & Fabric Covering
M&W—Metal & Wood
NFB—Night Flying Bomber
Ni.Fi.—Night Fighter
Obs.—Observation
Opt.—Optional

Pa.—Passenger
Pho.—Photographic
Ply-Wd.—Plywood
Pr.&Whit.—Pratt & Whitney
Pu.Bi.—Pusher Biplane
Ra-Ma—Racing Machine
Rad.—Radial
R—Rudder
Recon.—Reconnoisance
Rot.—Rotary
Seap.—Seaplane

Sp.—Sport
Sp.&Tr.—Sport & Training
St-T.—Steel Tube
St&Wd.—Steel & Wood
Subm.—Submarine
Taper.—Tapered Wing
To.Ca.—Torpedo Carrier
TP.Bi.—Tractor & Pusher Biplane
Train.—Training
Tr.Bi.—Tractor Biplane
Tr.Mo.—Tractor Monoplane

Tr.Se.—Tractor Sesquiplane
Tr.Tr—Tractor Triplane
Ver.—Vertical
W—(Cooling) Water
W—(Cylinders) Three Banks
Wd.—Wood
W&M—Wood & Metal
W&F—Wood Fabric Covering
W&S—Wood & Steel
X—4 Banks Cylinders
W&S—Wood & Steel
X—4 Banks Cylinders

AIRPLANE ENGINES



ENGINE MAKE AND MODEL	Type	Cooled by	No. of Cyls. Bore and Stroke (Ins.)	Piston Displacement	Compression Ratio	B. M. E. P.	Rated B.H.P. and R.P.M.	Maximum B.H.P. at R.P.M.	Crankshaft Normal R.P.M.	Propeller Normal R.P.M.	Fuel Consumption Lbs. B.H.P. Hr.	Oil Consumption Lbs. B.H.P. Hr.	Fuel Consumption Gals. Hr. (Approx.)	Weight, Dry (Lbs.)	Weight H.P. (Lbs.)	Carburetors Number and Make	IGNITION Make	IGNITION Type	IGNITION Number	STARTER Make	STARTER Type	INSTALLATION DIMENSIONS (Ins.) Length	Height †	Width †	Height Above Engine Bearers	Center to Center of Engine Bearers
AMERICAN																										
A. C. E. LA-1	Radial..	Air..	7-4½x4¾	528.8	4.7		140-1800	158-2000	1800	1800	.55	.017		370		1-Strom.	Scin...	M..	2			30	44		Radia..	Radial..
Aeromarine RAD	Radial..	Air..	9-3⅞x4¾	502	4.76	110	115-1925	125-1925	1800	1800	.55	.007	10	380	3.1	1-Strom.	Scin...	M..	2			31	38		Radial..	Radial..
Airex RX2	Radial..	Air..	11-3⅞x4⅞	636	6.5	155	202-1800	250-2200	1750	1750	.48	.03	14	325	1.63	1-Airex.	R.Bos.	M..	2	Own	CA..	26½	41	41	Radial..	Radial..
Airex RX8	Radial..	Air..	12-5¾x6¾	2100	7.5	160	700-1800	875-2200	1750	1750	.46	.03	49	725	1.00	1-Airex.	R.Bos.	M..	2	Own	CA..	36½	55	55	Radial..	Radial..
Airex RX10	Radial..	Air..	14-5⅞x7¾	2496	7.5	160	832-1750	1033-210	1700	1700	.45	.03	60	850	1.00	1-Airex.	R.Bos.	M..	2	Own	CA..	39½	59½	59½	Radial..	Radial..
American Cirrus III	Vert.	Air..	4-4.33x5⅛	310	5.4	120	90-	93-	1900	1900	.54	.021	8	275	3	1-Strom.	Scin...	M	2			38½	36⅜	18¾		
Axelson B	Radial..	Air..	7-4½x5½	612.3	5.0		150-1800	150-1800	1700	1700	.55	.017	8½	420	2.6	1-Strom.	Scin..	M	2			37¾	45	45	Radial..	Radial..
Brownback C400	Radial..	Air..	6-4.13x4.9	397	4.8	105	90-1700	90-1700	1700	1700	.55	.012	8	278	3	1-Strom.	R.Bos.	M..	2			18½		37	Radial..	Radial..
Cameron 100	Radial..	Air..	7-4⅛x4½	420	5.4		100-1800		1800	1800	.53	.025	7½	280	2.8	1-Strom.	Scin...	M	2	Ecl.	EM.	16	35		Radial..	Radial..
Cameron 60	Vert...	Air	4-4½x4¾	254	5.4		60-1800		1800	1800	.53	.025	4	108	3	1-Strom.	R. Bos.	M	2		PS.	37½	27¼	14	20¼	14
Comet 7-D	Radial..	Air..	7-4½x5½	613	5.1	111.7	165-1900	170-1900	1900	1900	.55	.015	8	395	2.4	1-Strom.	Scin...	M	2	Hey..	CA..	14¼	48½		Radial..	Radial..
Continental A70	Radial..	Air..	7-4⅝x4⅝	544	5.29	122	160-2000	168-2000	2000	2000	.52	.025	14	430	2.5	1-Strom.	Scin...	M	2	Ecl°	EM°	16½	41¾		Radial..	Radial..
Curtiss OX-5	Vee 90°	Wat	8-4x5	502	4.9		90-1400		1200	1200	.55	.030	9	375		1-Zenith.	Scin...	M	1		PS.	55	35	29½	Radial..	12⅜
Curtiss. OXX6	Vee 90°	Wat	8-4¼x5	568	4.9		110-1900		1600	1600	.55	.030	9	390		1-Zenith.	Scin...	M	1		PS.	55	35	30	Radial..	12⅜
Curtiss. C-6A	L.	Wat	6-4½x6	573	5.2	133	160-1700	165-1350	1550	1550	.52	.015	12	420		1-Zenith.	Scin...	M	1		PS.	59	39		Radial..	Radial..
Curtiss. D-12	Vee 60°	Wat	12-4½x6	1145	5.3	135	435-2300	460-2500	1700	1700	.52	.015	22	680	1.47	2-Strom.	Scin...	M	2	Ecl.	HC°	56¾	34¾	28¼	21⅞	15¾
Curtiss Dir. Conquer	Vee 60°	Wat	12-5½x6¼	1569	5.8	130	600-2400	635-2400	1800	1800	.52	.015	30	760	1.36	2-Strom.	Scin...	M	2	Ecl.	HC°	56¾	36⅜	26⅛	22 1/16	15⅞
Curtiss Gear Conq.	Vee 60°	Wat	12-5½x6¼	1569	5.8	128	600-2200	635-2450	1750		.52	.015	30	850	1.46	2-Strom.	Scin...	M	2	Ecl.	HC°	56⅜	36⅜	26⅛	22 1/16	15⅞
Curtiss. Chief. H1690	H.	Air..	12-5⅞x5½	1690	5.4	130	600-2200	615-2200	1800		.60	.025	30	900	1.50	1-Strom.	Scin...	M	2	Ecl.	EM..		45¼		Radial..	Radial..
Curtiss Chall R600	Radial..	Air..	6-5½x5½	603	5.2	124	190-2000	200-2000	1650		.50	.015	12	420	2.47	1-Strom.	Scin...	M	2	Ecl.	HC°		41¾		Radial..	Radial..
Curtiss Crusader In	Vert.	Air..	6-4¼x5½	441			120-1800	125-1800	1650		.50	.012	5	345	2.8	1-Strom.	Scin...	M	2	Ecl.	HM..	56⅛	27¼	20	5 3/32	16
Dayton Bear	Vert.	Air..	4-4½x7	445	5.1	116	120-1850	125-2000	1700	1700	.52	.012	8	375	3.1	1-Zenith.	R. Bos.	M.	2	Opt.	Opt.	50 3/32	38 1/32	18¼	26 1/32	16
Hurricane C-450	Radial..	Air..	8-4½x3½	450	5.0	80	150-1800				.60	.02		225	1.5	1-Strom.	Scin...		2	Opt.	Opt.	30			Radial..	Radial..
Irwin 79	Radial..	Air..	4-2⅞x2¾	79	5.0	110	20-1750	25-2250	1800	1800	..		1.8	60	3	1-Winfd.	R.Bos.	M	1		PS.	11	23	23	11½	10
Kimball K	Radial..	Air.	7-4½x5¼	585	5.2		130-1850	145-2100	1850	1850	.56	.02	13	370	2.85	1-Strom.	Scin...	M	2	Opt.	Opt.	14⅛	46		Radial..	Radial..
Kinner K-5	Radial..	Air..	5-4¼x5¼	372	5.0	128	108-1800	115-1900	1800	1800	.52	.010	10½	270	2.50	1-Strom°	Scin...	M	2	Ecl°	HC°	32⅛	44⅜		Radial..	Radial..
LeBlond 60 5E	Radial..	Air..	5-4½x3¾	250	3.3	112	60-1900	67-1900	1900	1900	.55	.015	5	225	3.36	1-Strom.	R.Bos.	M	2	Ecl.	EM..	22¼	33		Radial..	Radial..
LeBlond 90 7E	Radial..	Air..	7-4½x3¾	350	3.3	112	90-1950	93-1950	1950	1950	.55	.015	7	285		1-Strom.	R.Bos.	M	2	Ecl.	EM..	25⅛	33		Radial..	Radial..
Lee Motor 5C	Radial..	Air..	5-4¼x4¼	300.6	5.47		80-1850	89-2000	1850	1850	.51	.011	5½	198	2.5	1-Strom.	Scin°..	M	2	Opt.	HC°	10¼	37½	28	Radial..	Radial..
Menasco A4	In V.	Air..	4-4½x5⅛	326	5.25	120	90-1800	100-2100	1800	1800				270	2.7	1-Strom.	Scin...	M	2	Ecl.	HC.	48¼	28¼	12⅜	7⅛	18¼
Menasco Radial. B2	Radial..	Air..	9-4.92x6.69	1145	5.25	115	260.1600	300-1800	1600	1600	.40	.025	20	522	1.75	1-Zenith.	Scin...	M	2	Ecl.	HC.	19⅞	49⅛		Radial.	18¾
Moore Ap-5	Radial..	Air..	5-4¾x5½	487	5.4	140	150-1800		1800	1800	.55	.015	9	365	3	1-Strom.	Scin...	M	2	Hey..	CA..	41½		44⅝	Radial..	Radial..
Murray Atlas	Radial..	Air..	8-4⅜x5⅜	646	6.0	105	120		1400	1400	.52	.400	8	260	2	1-Zenith.	Scin...	M	2	Hey..	CA..	26	36		Radial..	Radial..
Murray Ajax	Radial..	Air..	1-4⅜x5⅜	484	6.0	105	80		1400	1400	.52	.400	6	210	2.6	1-Zenith.	Scin...	M	2	Hey..	CA..	26	36		Radial..	Radial..
Packard 3A-1500	Vee 60°	Wat	12-5⅜x5½	1530	5.3°	140	600-2500		2500	2500	.55	.025		800	1.3	2-Strom.	Scin°..	M°	2	A-M.	In.	65 1/16	38 11/16	26⅞	22⅝	15¾
Packard. 3A-1500 Inv.	Vee 60°	Wat	12-5⅜x5½	1530	5.3°	140	600-2500		2500	2500	.55	.035		800	1.3	2-Strom.	Scin°..	M°	2	A-M.	In.	65 1/16	38 11/16	26⅞	22⅝	15¾
Packard. 3A-1500 G	Vee 60°	Wat	12-5⅜x5½	1530	5.3°	140	600-2500		2500	1250	.55	.025		915	1.5	2-Strom.	Scin°..	M°	2	A-M.	In.	65 1/16	38 11/16	26⅞	22⅝	15¾
Packard 3A-2500	Vee 60°	Wat	12-6⅜x5½	2540	.8°	135	800-2000		2000	2000	.55	.025		1220	1.5	2-Strom.	Scin°..	M°	2	A-M.	In.	69¾	42 3/16	29¼	27 1/16	18¼
Packard. 1A-2775	X..	Wat	24-5⅜x4 13/16	2775	7.5	155	1250-2800		2800	2800	.55	.030		1560	1.2	4-Strom.	D-R..	B		EM.						
Pra t & Whit. Wasp C	Radial..	Air..	9-5.75x5.75	1344	5.25	124.5	420-2000			2000	.55	.035	38	695	1.66	1-Stromt	Scin...	M	2	Ecl.	EM°	18 11/16	51½		Radial..	Radial..
Pratt & Whit. Wasp 2C	Radial..	Air..	9-5.75x5.75	1344	5.25	119.5	420-2100			1050	.60	.035	42	775	1.77	1-Strom.	Scin...	M	2	Ecl.	EM°.	23⅜	51½		Radial..	Radial..
Pratt & Whit Hornet A1	Radial..	Air..	9-6½x37½	1690	5.0	130	525-1900			1900	.55	.035	48	785	1.49	1-Strom.	Scin...	M	2	Ecl.	EM°.	21 13/16	55 1/16		Radial..	Radial..
Pratt & Whit Hornet A1	Radial..	Air..	9-6½x37½	1690	5.0	123.5	500-1900			950	.60	.035	50	840	1.70	1-Strom.	Scin...	M	2	Ecl.	HC°.	24 1/16	55 1/16		Radial..	Radial..
Rover	Inv.	Air..	4-4½x5	268	5.2	114	70-1950	75-2100	1950	1952	.52	.5	6	215	3	1-Strom.	Scin...		2			41	28	12	6¾	14
Siemens SH13	Radial..	Air..	5-4.13x4.73	170	5.3		83-1710		1550	1710	.53	.027	5½	247	2.98	1-Sum..	Siem	M	2	R.Bos.	EM.	33.8	39¼		Radial..	Radial..
Siemens. SH14	Radial..	Air..	7-4.13x4.72	443	5.3		113-1720		1550	1720	.53	.027	7½	308	2.72	2-Sum.	Scin°..	M	2	R.Bos.	EM.	32	39¼		Radial..	Radial..
Siemens. SH12	Radial..	Air..	9-3.94x4.72	517	5.3		128-1736		1550	1736	.53	.027	8½	382	2.98	2-Sum..	Siem	M	2	R.Bos.	EM.	32	40½		Radial..	Radial..
Szekely SR-3	Radial..	Air..	3-4½x4¾	19.04	5.0	104	40-1750	40-1750	1750	1750	.58	.029	3	149	3.7	1-Strom.	Scin...	M	2			24	29½		Radial..	Radial..
Szekely SR-5	Radial..	Air..	5-4½x4¾	321.4	5.0	104	70-1750	70-1750	1750	1750	.6	.029	4.2	2065	2.8	1-Strom.	Scin...	M	2			25½	30½		Radial..	Radial..
Velie M5	Radial..	Air..	5-4½x3¾	250	5.4	108	55-1815	62-1815	1815	1815	.55	.025	5	225	4.09	1-Strom.	Scin...	M	2			11½	32⅜		Radial..	Radial..
Warner Scarab	Radial..	Air..	7-4¼x4¼	422	5.2	112	110-1850	122-1950	1850	1850	.5	.01	6½	275	2.45	1-Strom.	Scin...	M	2			12¾	36		Radial..	Radial..
Wright Wh. J-6. R540	Radial..	Air..	5-5x5½	540	5.1	121	165-2000		2000	2000	.55	.035		402	2.44	1-Strom.	Scin...	M	2	Opt.	In	43⅞	45	45	Radial..	Radial..
Wright Wh. J-6. R760	Radial..	Air..	7-5½	756	5.1	118	225-2000		2000	2000	.55	.035		460	2.04	1-Strom.	Scin...	M	2	Opt.	In	43⅞	45	45	Radial..	Radial..
Wright Wh. J-6. R975	Radial..	Air..	9-5x5½	975	5.1	122	300-2000		2000	2000	.55	.035		559	1.86	1-Strom.	Scin...	M	2	Opt.	In	43⅞	45	45	Radial..	Radial..
Wright Cyclone R1750	Radial..	Air..	9-6x6⅞	1750	5.0	125	525-1900		1900	1900	.60	.035		787	1.5	1-Strom.	Scin...	M	2	Opt.	In	39¼	53 1/16	53 11/16	Radial..	Radial..
Wright Gipsy L-320	Vert.	Air..	4-5½x5	318	5.0	122	85-1900		1900	1900	.55	.01		285	3.35	1-Strom.	Scin...	M	2	Ecl.	HC.	45¼	33 11/16	19 13/16	19 11/16	▶ 21 17/64
Wright Cyclone Geared	Radial..	Air..	9-6x6⅞	1750	5.0	125	525-1900		1900	950	.60	.035		876		1-Strom.			2	Opt.	In	43 11/16	53 11/16	53 11/16	Radial..	Radial..
BRITISH																										
A.B.C. Hornet	Horiz.	Air..	4-4.2x4.7	3998	5.6	135	75-1875	86-2065	1875	1875	.39	.013	5	187	2.44	1-Clau..	Watf...	M..	2	Imp..	P.S..	26.8	28.5	39.4	Radial..	Radial..
A.B.C. Scorpion MK II	Horiz.	Air..	2-4.2x3.59	1500	6	135	34-2300	40-2700	2300	2300	.39	.004	2	91	2.44	1-Clau..	B.T.H..	M..	2	Imp..	P.S..	17.7	26.8	3.9	Radial..	Radial..
ADC Cirrus MK III	Vert	Air..	4-4.33x5.12	302	5.4	119	85-1900	95-2100	1900	1900	.54	.127	5	280	3.3	1-Clau..	B.T.H..	M..	2			46	36.1	20	18.5	21.3
Armstrong Leopard	Radial..	Air..	14-6x7.5	2969	5.0		700-1500	805-	1500	1500	.55	.015	46	1465	1.82	1-Clau..	B.T.H..	M..	2	Own	CA..	60.85	58.0		Radial..	Radial..
Armstrong Jaguar	Radial..	Air..	14-5.0x5.5	1513	5.0		400-1700	440-	1700	1700	.55	.05	26	805	1.84	1-Clau..	B.T.H..	M..	2	Own	CA°..	47.275	45.5		Radial..	Radial..
Armstrong Grd. Jaguar	Radial..	Air..	14-5.0x5.5	1513	5.0		460-2000	500-	2000	1314	.55	.05	30	890	1.75	1-Clau..	B.T.H..	M..	2	Own	CA°..	52.9	45.5		Radial..	Radial..
Armstrong. Sup. Jag.	Radial..	Air..	14.5.0x5.5	1513	5.0		400-2000		2000	2000						1-Clau..	B.T.H..	M	2	Own	CA°..	53.2	45.5		Radial..	Radial..
Armstrong. Lynx	Radial..	Air..	7-5.0x5.5	757	5.0		215-1900	230-	1900	1900	.55	.05	14	505	2.19	1-Clau..	B.T.H..	M	2	Own	CA°..	40.25	45.5		Radial..	Radial..
Armstrong. Grd. Lynx	Radial..	Air..	7-5.0x5.5	757	5.0		215-2000	235-	2000	1314	.55	.05	14	590	2.51	1-Clau..	B.T.H..	M	2	Own	CA°..	46.75	45.5		Radial..	Radial..
Armstrong. Sup. Lynx	Radial..	Air..	7-5.0x5.5	757	5.0		200-1900		2000	2000				550		1-Clau..	B.T.H..	M	2	Own	HC°..	43.625	45.5		Radial..	Radial..
Armstrong. Mongoose	Radial..	Air..	5-5x5.5	540	5.0		150-1850	155-	1850	1850	.55	.05	10	365	2.21	1-Zenith.	B.T.H..	M	2	Own	HC°..	35.65	45.5		Radial..	Radial..
Armstrong Gen. Major	Radial..	Air..	5-4.25x4.5	319	5.2		100-2200	103-	2200	2200	.55	.05	6.5	250	2.27	1-Clau..	B.T.H..	M	2	Own	HC°..	36.2	38.0		Radial..	Radial..
Armstrong. Genet	Radial..	Air..	5-4x4	251	5.25		80-2200	82-	2200	2200	.55	.05	5.5	210	2.38	1-Clau..	B.T.H..	M	2	Own	HC°..	28.53	34.0		Radial..	Radial..
Bristol. Jupiter VI FH	Radial..	Air..	9-5¾x7½	1753	5.8		420-1700	450-1870	1700	1700	.52	.025		750		1-Own..	B.T.H.	M	2	Own	CA..	20.68	53.40		Radial.	19.625
Bristol. Jupiter VI FM	Radial..	Air..	9-5¾x7½	1753	5.3		465-1700	500-1870	1700	1700	.52	.025		750	1.5	1-Own..	B.T.H.	M	2	Own	CA..	20.68	53.76		Radial.	Radial.
Bristol. Jupiter VI IF	Radial..	Air..	9-5¾x7½	1753	5.3		480-1775	520-1950	1775	1775	.55	.025		750		1-Own..	B.T.H.	M	2	Own	CA..	20.68	3.76		Radial.	Radial..
Bristol. Jupiter VIII F	Radial..	Air..	9-5¾x7½	1753	5.8		460-2000	480-2200	2000	1000	53	.03		900		1-Own..	B.T.H.	M	2	Own	HC°.	28.62	53.40		Radial.	19.625
Bristol. Jupiter IX F	Radial..	Air..	9-5¾x7½	1753	5.3		515-2000	545-2200	2000	1000	53	.03		900	1.65	1-Own..	B.T.H.	M	2	Own	HC°.	28.62	53.76		Radial.	19.625
Bristol. Titan II	Radial..	Air..	9-5¾x6½	842	5		205-1700	220-1870	1700	1700	52	.02		525	2.38	1-Own..	B.T.H.	M	2	Own	CA°.	20.68	50.54		Radial.	27.25
Bristol. Neptune I	Radial..	Air..	9-5¾x6½	1180	5		290-1700	315-1870	1700	1700	52	.02		630	2	1-Own..	B.T.H.	M	2	Own	CA°.	20.60	50.54		Radial.	27.25
Napier Lion XI	W.	Wat	12-5½x5⅛	1461	6.0	122	530-2350	570-2585	2350	1247	.53	.02	36½	995	1.87	1-Clau..	B.T.H.	M	2	Own	HM..	61	39	42	26¼	17 3/32
Napier Lion. VIIA	W	Wat	12-5½x5⅛	1461	10.0	148	835-3000	900-3300	3000	3000	44	.027	50	850	.99	3-Clau..	Watf.	M	2	Own	HM..	66¼	34½	38⅜	21⅝	
Napier Lion. VIIIB	W	Wat	12-5½x5½	1461	10.0	144	812-3000	875-3300	3000	2297	44	.027	50	930	1.06	3-Clau..	Watf.	M	2	Own	HM..	66¼	34½	38⅜	21⅝	18
Rolls Royce Condor 3A	Vee 60°	Wat	12-5.51x7.5	2135	6.5	129.2	665-1900	708-2100	1900	907	.472	.018	41	617	.93	1-Own..	Own	M	2		PS.	70.77	55.5	31.0	Radial..	Radial..
Rolls Royce "F" XIA	Vee 60°	Wat	12-5.0x5.51	3490	6.0	132.0	490-2250	540-2500	2250	1422	.484	.012	31	392	80	2-Own..	Own	M	2	Own	HC	63.5	36.8	32.3	Radial..	Radial..
Rolls Royce "F" XIIA	Vee 60°	Wat	12-5.0x5.51	3490	6.0	132.0	490-2250	540-2500	2250	1242	.484	.012	31	392	80	2-Own..	Own	M	2	Own	HC	63.5	36.8	32.3	Radial..	Radial..
Rolls Royce "F" XIB	Vee 60°	Wat	12-5.0x5.51	3490	7.0	129.2	490-2250	540-2500	2250	1422	.446	.012	28	392	.817	2-Own..	Own	M	2	Own	HC	63.5	36.8	32.3	Radial..	Radial..
Rolls Royce "F" XIIB	Vee 60°	Wat	12-5.0x5.51	3490	7.0	129.2	490-2250	540-2500	2250	1242	.446	.012	28	392	.817	2-Own..	Own	M	2	Own	HC	63.5	36.8	32.3	Radial..	Radial..
FRENCH																										
Farman 12WE	W.	Wat	12-4¼x5¼	1564	5.5	120.7	500-2150	545-2150	1800	1075	.495	.011	176	1130	2.08	2-Zenith.	SEV	M	2	Ducel	EM..	70.5	43.6	39.2	27.0	21.3
Farman. 18WI	Inv W..	Wat	18-3.61x4.1	1300	5.5	130.6	550-2600	577-2600	2300	975	.499	.017	173	760	1.32	4-Zenith.	Ducel.	B..		Ducel.	EM..	63.0	38.2	34.5	7.2	15.97
Farman 8BI	Inv V.	Wat	8-4.42x4.59	976.3	5.5	129.2	350-2400	395-2400	2150	1075	.495	.013	127	638	1.6	1-Zenith.	Ducel.	M	2	Far..	Car..	56.2	32.5	37.4	12.1	16.25
Farman. 9EA	Radial..	Air..	9-3.77x4.42	768.9	5.5	110.7	230-2100	270-2100	1900	950	.495	.011	110	440	1.63	1-Clau..	Ducel..	M	2	Far..	Car..	46.9	41.5	41.8		19.3
Hispano Suiza. 8AC	Vee 90.	Wat	8-4.72x5.12	718.8	4.7		180-1800	235-2100	1800	1800	.507	.026		429		2-Solex.	Scin°...	M..	2	Viet°..	CA..	52.0	32.7	33.1	19.77	
Hispano Suiza. 8Fb	Vee 90.	Wat	8-5.5x5.91	1127	5.3		300-1800	345-2100	1800	1800	.507	.026		594		1-Solex..	Scin°...	M..	2	Viet°..	CA..	59.2	39.4	35.3	21.27	
Hispano Suiza. 8Fe	Vee 90.	Wat	8-5.51x5.91	1127	5.5		330-1870	370-2100	1870	1870	.495	.026		605		1-Solex.	SEV°...	M..	2	Viet°..	CA..	60.3	39.4	35.3	21.27	

AIRPLANE ENGINES—Continued

ENGINE MAKE AND MODEL	Type	Cooled by	No. of Cyls. Bore and Stroke (Ins.)	Piston Displacement	Compression Ratio	B. M. E. P.	Rated B.H.P. and R.P.M.	Maximum B.H.P at R.P.M.	Crankshaft Normal R.P.M.	Propeller Normal R.P.M.	Fuel Consumption Lbs. B.H.P. Hr.	Oil Consumption Lbs. B.H.P. Hr.	Fuel Consumption Gals. Hr. (Approx.)	Weight, Dry (Lbs.)	Weight H.P. (Lbs.)	Carburetors Number and Make	IGNITION Make	IGNITION Type	IGNITION Number	STARTER Make	STARTER Type	INSTALLATION DIMENSIONS (Ins.) Length	Height †	Width †	Height Above Engine Bearers Above Engine Bed	Center to Center of Engine Bearers
Hispano Suiza	12Ja	Vee 60	Wat	12-4.72x5.91	241	5.3	.....	350-1800	390-2100	1800	1800	.501	.020	...	781	...	6-Own...	SEV°	M	2	Viet°	CA	73.2	34.5	27.0	20.66	.....
Hispano Suiza	12Jb	Vee 60	Wat	12-4.72x5.91	1241	6.0	.....	400-2000	465-2100	2000	2000	.484	.020	...	781	...	6-Own...	Salm°	M	2	Viet°	CA	73.2	34.5	27.0	20.66	.....
Hispano Suiza	12Ga	W 60	Wat	12-5.51x5.91	1690	5.3	.....	450-1800	535-2100	1800	1800	.501	.020	...	858	...	6-Own...	Salm°	M	2	Viet°	CA	65.1	40.3	44.9	26.24	.....
Hispano Suiza	12Gb	W 60	Wat	12-5.51x5.91	1690	6.0	.....	500-2000	610-2100	2000	2000	.484	.020	...	858	...	6-Own...	Salm°	M	2	Viet°	CA	65.1	40.3	44.9	26.44	.....
Hispano Suiza	12Ha	Vee 60	Wat	12-5.51x5.91	1690	5.3	.....	450-1800	540-2100	1800	1800	.501	.020	...	913	...	6-Own...	Salm°	M	2	Viet°	CA	78.2	35.4	28.8	21.82	.....
Hispano Suiza	12Hb	Vee 60	Wat	12-5.51x5.91	1690	6.0	.....	500-2000	615-2100	2000	2000	.484	.020	...	913	...	6-Own...	Salm°	M	2	Viet°	CA	78.2	35.4	28.8	21.82	.....
Hispano Suiza	12Hbr	Vee 60	Wat	12-5.51x5.91	1690	6.0	.....	500-2000	590-2100	2000	1000	.495	.020	...	1012	...	6-Own...	Salm°	M	2	Viet°	CA	74.4	35.4	28.8	21.82	.....
Hispano Suiza	12Kb	W 60	Wat	12-5.51x6.70	1917	6.0	.....	600-2000	635-2100	2000	2000	.484	.020	...	913	...	6-Own...	Scin°	M	2	Viet°	CA	70.6	40.0	46.6	27.02	.....
Hispano Suiza	12Lb	Vee 60	Wat	12-5.51x6.70	1917	6.0	.....	600-2000	660-2100	2000	2000	.484	.020	...	946	...	6-Own...	Scin°	M	2	Viet°	CA	72.9	40.5	49.7	22.69	.....
Hispano Suiza	12Lbr	Vee 60	Wat	12-5.51x6.70	1917	6.0	.....	600-2000	640-2100	2000	1000	.495	.020	...	1045	...	6-Own...	Scin°	M	2	Viet°	CA	76.3	40.5	29.7	22.69	.....
Hispano Suiza	6 Pa	Vee 60	Wat	6-4.33x5.51	486.9	5.5	.....	100-1800	150-2100	1800	1800	.484	.008	...	352	...	3-Own...	Salm°	M	2	Viet°	CA	53.6	40.2	21.1	22.57	.....
Hispano Suiza	6Mb	Vert	Wat	6-5.12x6.70	1188	6.0	.....	250-2000	300-2100	2000	2000	.484	.007	...	550	...	3-Own...	SEV°	M	2	Viet°	CA	.....	41.7	21.1	25.09	.....
Hispano Suiza	6Mbr	Vert	Wat	6-5.12x6.70	1188	6.0	.....	250-2000	290-2100	2000	1000	.495	.007	...	638	...	3-Own...	SEV°	M	2	Viet°	CA	65.7	41.7	21.1	25.09	.....
Hispano Suiza	12Mb	Vee 60	Wat	12-5.12x6.70	2375	6.0	.....	500-2000	580-2100	2000	2000	.484	.011	...	880	...	6-Own...	SEV°	M	2	Viet°	CA	70.2	39.8	28.2	22.06	.....
Hispano Suiza	12Mbr	Vee 60	Wat	12-5.12x6.70	2375	6.0	.....	500-2000	570-2100	2000	1000	.495	.011	...	979	...	6-Own...	SEV°	M	2	Viet°	CA	71.3	39.8	28.2	22.06	.....
Hispano Suiza	12Nb	Vee 60	Wat	12-5.91x6.70	2205	6.0	.....	650-2000	760-2100	2000	2000	.484	.011	...	1001	...	6-Own...	SEV°	M	2	Viet°	CA	71.1	40.7	31.5	22.93	.....
Hispano Suiza	12Nbr	Vee 60	Wat	12-5.91x6.70	2205	6.0	.....	650-2000	740-2100	2000	1000	.495	.011	...	1100	...	6-Own...	SEV°	M	2	Viet°	CA	77.2	40.7	31.5	22.93	.....
Lorraine	5Pa	Radial	Air	5-4.93x5.51	524.2	5	.....	100-	110-	1350	....	.528	.013	...	374.0	3.41	1-Zenith.	Ducel	M	2	Viet°	CA	37.4	.....	43.8	.....	17.0
Lorraine	5Pb	Radial	Air	5-4.93x5.51	524.2	5	.....	110-	125-	1650	....	.528	.017	...	374.0	3.8	1-Zenith.	Ducel	M	2	Viet°	CA	37.4	.....	43.8	.....	17.0
Lorraine	5Pc	Radial	Air	5-5.12x5.51	567.5	5	.....	120-	150-	1700	....	.528	.017	...	385	2.68	1-Zenith.	Ducel	M	2	Viet°	CA	37.4	.....	43.8	.....	17.0
Lorraine	7Mb	Radial	Air	7-5.32x5.92	916.5	5	.....	240-	268-	1800	....	.528	.026	...	638	2.38	1-Zenith.	Ducel	M	2	Viet°	CA	42.0	.....	48.9	.....	27.2
Lorraine	7Mc	Radial	Air	7-5.32x5.92	916.5	5	.....	240-	268-	1850	1200	.528	.026	...	705	2.6	1-Zenith.	Ducel	M	2	Viet°	CA	51.2	.....	48.9	.....	27.2
Lorraine	12Eb	Vee 60°	Wat	12-4.73x7.1	1495	6	.....	450-	480-	1850	....	.495	.008	...	880	1.83	2-Zenith.	SEV°	M	2	Viet°	CA	59.1	41.4	47.6	23.1	16.2
Lorraine	12Ed	Vee 60°	Wat	12-4.73x7.1	1495	6	.....	450-	480-	1900	1230	.495	.010	...	956	1.98	2-Zenith.	SEV°	M	2	Viet°	CA	60.0	41.4	47.6	23.1	16.2
Lorraine	12Fa	Vee 60°	Wat	12-5.71x6.3	1940	6	.....	600-	660	2000	....	.495	.015	...	946	1.43	6-Zenith.	Ducel	M	2	Viet°	CA	65.0	41.8	45.0	24.9	14.9
Lorraine	12Fb	Vee 60°	Wat	12-5.71x6.3	1940	6	.....	600-	660-	2000	1295	.495	.015	...	1032	1.54	6-Zenith.	Ducel	M	2	Viet°	CA	65.0	41.8	45.0	24.9	14.9
Lorraine	18Kd	Vee 40°	Wat	18-4.73x7.1	2220	6	.....	650-	720-	2000	1295	.495	.011	...	1362	1.89	2-Zenith.	Salm	M	2	Viet°	CA	86.5	43.0	36.2	26.3	16.2
Lorraine	14La	Radial	Air	14-5.32x5.92	1840	5	.....	470-	535-	1800	....	.495	.026	...	1032	1.91	3-Zenith.	Ducel	M	2	Viet°	CA	53.5	.....	48.9	.....	18.3
Panhard & Lev	12L	Vee 60	Wat	12-5.51x6.70	1960	5.4	.....	500-	550-	....	....	....	....	...	1012	2.05	2-Own...	....	M	2	....	....	59.2	28.9	28.9	.....	.....
Renault	4Pa	Vert	Air	4-4.53x5.51	353.9	5.2	96.56	70-1600	78-1600	1600	1600	.55	.022	...	286	4.07	1-Zenith.	R.Bos°	M	2	HC	....	47.6	37.0	.....	Radial	Radial
Renault	.....	Radial	Air	7-3.94x4.72	402.7	5	96.56	90-1800	.....	1800	1800	.594	.026	...	286	3.17	1-Zenith.	R.Bos.	M	2	Viet	....	37.0	40.2	....	Radial	Radial
Renault	.....	Radial	Air	9-4.92x5.91	1006	5	115.0	250-1700	270-1700	1700	1700	.528	.022	...	594	2.39	1-Zenith.	R.Bos.	M	2	Viet	....	37.2	40.3	.....	Radial	Radial
Renault	12Ja	Vee 60°	Wat	12-4.92x6.5	1525	5.7	128.0	450-1800	470-1800	1800	1800	.484	.022	...	814	1.82	2-Zenith.	SEV°	M	2	Viet	....	64.0	42.0	37.5	Radial	Radial
Renault	12Jb	Vee 60°	Wat	12-4.92x6.5	1525	5.7	126.5	500-2020	507-2020	2020	1100	.484	.022	...	904	1.82	2-Zenith.	SEV°	M	2	Viet	....	66.0	42.0	37.5	Radial	Radial
Renault	12Jc	Vee 60°	Wat	12-4.92x6.5	1525	5.7	122.0	500-2700	522-2100	2100	2100	.484	.022	...	814	1.66	2-Zenith.	SEV°	M	2	Viet	....	64.0	42.0	37.5	Radial	Radial
Renault	12Kg	Vee 60°	Wat	12-5.28x7.10	1858	5.6	128.0	550-1800	562-1800	1800	1800	.484	.022	...	1045	1.87	2-Zenith.	SEV°	M	2	Viet	....	72.49	44.8	41.4	Radial	Radial
Renault	12Ki	Vee 60°	Wat	12-5.28x7.10	1858	5.6	114.5	600-2050	628-2050	2050	2050	.484	.022	...	1045	1.74	2-Zenith.	SEV°	M	2	Viet	....	72.49	44.8	41.4	Radial	Radial
Renault	12Kh	Vee 60°	Wat	12-5.28x7.10	1858	5.6	123.0	570-1900	592-1900	1900	1270	.484	.022	...	1165	2.24	2-Zenith.	SEV°	M	2	Viet	....	72.49	44.8	41.4	Radial	Radial
Renault	.....	W 40	Wat	18-4.93x6.70	2288	5.3	113.8	700-2100	800-2100	2100	1230	.484	.022	...	1165	1.85	3-Zenith.	SEV°	M	2	Viet	....	88.60	43.4	38.6	Radial	Radial
Salmson	9AD	Radial	Air	9-2.75x3.4	181.7	5.6	.....	40-2000	.....	2000	2000	.55	.026	...	154.0	3.85	1-Zenith.	Salm	M	1	....	HC	16.94	25.9	.....	.....	3.3
Salmson	5AC	Radial	Air	5-3.94x5.12	322.0	5.2	.....	60-1800	46-	1800	1800	.55	.026	...	250.8	4.18	1-Clau	Salm	M	2	....	CA	18.71	37.0	.....	.....	4.925
Salmson	7AC	Radial	Air	7-3.94x5.12	435.0	5.2	.....	95-1800	107-	1800	1800	.55	.026	...	295.0	3.8	1-Zenith.	Salm	M	2	....	CA	18.71	37.0	.....	.....	4.925
Salmson	9AC	Radial	Air	9-3.94x5.12	561.0	5.2	.....	120-1800	132	1800	1800	.55	.026	...	374.0	3.8	1-Zenith.	Salm	M	2	....	CA	24.35	37.4	.....	.....	5.12
Salmson	9AB	Radial	Air	9-4.92x6.8	1148.0	5.2	.....	230-1700	250-	1700	1700	.55	.033	...	272.0	2.48	1-Zenith.	Salm	M	2	....	CA	29.7	46.5	.....	.....	5.6
Salmson	18AB	Radial	Air	18-4.92x7.09	2420.0	5.2	.....	500-1700	549-	1700	1700	.55	.050	...	1012	2.02	2-Zenith.	Salm	M	2	....	CA	39.6	47.25	.....	.....	9.74
Salmson	9CM	Radial	Wat	9-4.92x6.8	1140.0	5.4	.....	260-1650	275-	1650	1650	.506	.055	...	550	2.09	1-Zenith°	Salm	M	2	....	CA	29.8	46.5	.....	.....	5.7
Salmson	18CM	Radial	Wat	10-4.92x6.8	2280.0	5.4	.....	500-1650	525-	1650	1650	.506	.055	...	1012	2.02	1-Zenith°	Salm	M	2	....	CA	40.4	47.25	.....	.....	9.65

GERMAN

Junkers	L5	Vert	Wat	6-6.3x7.49	1397	5.5°	120.8	280-1450	370-1500	1500	....	.484	.022	...	724.0	2.33	1-.....	Bos°	M	2	Own	CA	68.95	47.9	22.05	.....	.....
Junkers	L8	Vert	Wat	6-6.3x7.49	1397	5.5°	113.8	350-1880	450-2100	2000	1000	.484	.022	...	904.0	2.22	1-.....	Bos°	M	2	Own	CA	68.95	50.2	22.05	.....	.....
Junkers	L88b	Vee 60°	Wat	12-6.3x7.49	2790	5.5°	113.8	700-1850	850-2100	2100	965	.506	.033	...	1520	2.02	2-.....	Bos°	M	2	Own	CA	64.2	46.9	37.4	.....	.....
Junkers	SL1	Vert	Wat	6-6.3x8.27	1739	14.1	99.4	600-1550	700-1630	1630	1130	.385	.033	...	1815	2.58	.....	.....	.....	.....	.....	CA	68.0	66.2	20.1	.....	.....
Siemens & H	Sh 13	Radial	Air	5-4.14x4.72	317.0	5.5°	.....	72-1650	80-1700	1650	1650	.484	.026	5.1	2585	3.21	1-Sum.	Scin°	M	2	Bos	EM	33.8	39.6	39.6	Radial	Radial
Siemens & H	Sh 14	Radial	Air	7-4.14x4.72	442.5	5.5°	.....	100-1650	110-1700	1650	1650	.484	.026	7.0	320.0	2.9	2-Sum.	Scin°	M	2	Bos	EM	32.2	39.6	39.6	Radial	Radial
Slemens & H	Sh 12	Radial	Air	9-3.94x4.72	516.0	5.5°	.....	112-1650	125-1700	1650	1650	.484	.026	7.9	387.5	3.08	2-Sum.	Scin°	M	2	Bos	EM	32.2	40.5	40.5	Radial	Radial
Siemens & H	Jupiter	Radial	Air	9-5.75x7.5	1749	5.3°	.....	.....	510-1870	1700	1700	.506	.044	36.4	815.0	1.63	3-Zenith.	Bos	M	2	Bris	CA	40.18	55.8	55.8	Radial	Radial
Siemens & H	Jupiter	Radial	Air	9-5.75x7.5	1749	5.3°	.....	.....	530-2100	1800	900	.506	.044	37.8	337.0	1.8	2-Zenith.	Bos	M	2	Bris	CA	51.7	55.8	55.8	Radial	Radial

ITALIAN

Fiat	A20	Vee 60°	Wat	12-4.53x5.91	1159	5.7	145.0	410-2060	460-2300	2060	2060	.528	.033	...	748	1.62	2-Fiat.	Mar	M	2	Own	CA	57.2	33.3	24.3	21.65	15.75
Fiat	A22	Vee 60°	Wat	12-532.x6.3	1702	5.5	139.8	570-1900	620-2100	1900	1900	.715	.033	...	.....	.....	2-Fiat.	Mar	M	2	Own	CA	63.0	40.58	28.4	24.6	18.1
Fiat	A22R	Vee 60°	Wat	12-5.32x6.3	1702	5.5	134.3	560-1950	600-2100	1950	1260	.517	.033	...	.....	.....	2-Fiat.	Mar	M	2	Own	CA	72.5	440.5	28.4	24.6	18.1
Fiat	A24	Vee 60°	Wat	12-5.51x6.8	2004	5.5	138.5	700-2000	750-2200	2000	2000	.033	.033	...	1059	1.5	2-Fiat.	Mar	M	2	Own	CA	64.4	41.2	29.2	25.2	19.3
Fiat	A24R	Vee 60°	Wat	12-5.51x6.8	2004	5.5	138.5	700-2050	750-2250	2050	1327	.517	.033	...	1097	1.56	2-Fiat.	Mar	M	2	Own	CA	72.55	41.2	29.2	29.95	20.5
Fiat	A25	Vee 60°	Wat	12-6.2x7.88	3340	5.25	133.9	950-1700	1000-190	1700	1700	.528	.044	...	1850	1.85	3-Fiat.	Mar	M	2	Own	CA	80.0	46.7	36.5	29.95	20.5
Fiat	A50	Radial	Air	7-3.94x4.73	402.4	5.	109.0	90-1600	100-1800	1600	1600	.506	.022	...	286	2.86	1-Zenith.	Mar	M	2	.....	PS	20.95	35.5	.....	.....	.....
Isotta Fraschini	80T	Vert	Air	6-3.94x5.51	403	5.7	100	100-2100	122-2350	1400	1400	.56	.033	7.2	297.0	2.37	2-Zenith.	Mar	M	2	Own	CA	56.2	29.2	21.8	20.0	15.0
Isotta Fraschini	200	Vert	Wat	6-5.51x6.3	901	5.7	130	240-1600	290-2000	1600	1600	484	.022	17	571.0	2.37	2-Zenith.	Mar	M	2	Own	CA	76.3	40.0	21.8	25.8	16.5
Isotta Fraschini	500	Vee 60°	Wat	12-5.51x5.9	1690	5.7	130.5	513-1850	543-2000	1850	1850	.473	.033	36	924.0	1.98	4-Zenith.	Mar	M	2	Own	CA	73.3	37.09	31.9	22.2	15.7
Isotta Fraschini	500RI	Vee 60°	Wat	12-5.51x5.91	1690	5.7	130.5	520-2000	550-2200	2000	1315	.484	.033	38	1010	1.7	4-Zenith.	Mar	M	2	Own	CA	90.2	37.09	31.9	22.2	15.7
Isotta Fraschini	750	W	Wat	18-5.51x6.7	2880	5.7	135	840-1700	935-1900	1700	1700	.484	.033	60	1385	1.85	6-Zenith.	Mar	M	2	Own	CA	87.0	42.2	39.4	28.2	20.3
Isotta Fraschini	750RI	W	Wat	18-5.51x6.7	2880	5.7	135	900-1900	940-2000	1900	1250	.484	.033	63	1519	1.49	6-Zenith.	Mar	M	2	Own	CA	.....	.....	.....	.....	.....
Isotta Fraschini	1000	W	Wat	18-5.91x7.1	3495	5.4	138.6	1000-1600	1000-1750	1600	1600	.484	.033	72	1765	1.60	6-Zenith.	Mar	M	2	Own	CA	92.6	44.0	41.75	29.8	20.5
Isotta Fraschi	1000RI	W	Wat	18-5.91x7.1	3495	5.4	138.6	1060-1800	1100-1900	1800	960	.484	.033	74	1935	1.76	6-Zenith.	Mar	M	2	Own	CA	100	44.0	41.75	29.6	20.5
Isotta Fraschi	Caccia	Vee 60°	Air	12-4.93x5.51	3380	5.4	133.6	460-2400	490-2600	2400	2400	.517	.039	30	725.0	1.48	4-Zenith.	Mar	M	2	Own	CA	64.9	30.7	27.6	20.2	15.75

CZECHO-SLOVAKIAN

Walter	N770	Radial	Air	5-4.14x4.72	316	4.5	.....	70-1600	75-1700	1600	1600	39.6	2.2	6.6	233.2	3.3	1-Zenith.	Scin	M	2	Far	CA	.....	.....	.....	Radial	Radial
Walter	N795	Radial	Air	7-4.14x4.72	443	4.5	.....	95-1600	100-1710	1600	1600	49.5	2.2	8	299.0	3.63	1-Zenith.	Scin	M	2	Viet°	CA	.....	.....	.....	Radial	Radial
Walter	N7130	Radial	Air	9-4.14x4.72	570	4.5	.....	130-1600	135-1700	1600	1600	68.2	2.42	11.4	363	2.78	1-Zenith.	Scin	M	2	Viet°	CA	.....	.....	.....	Radial	Radial
Walter	Vega I	Radial	Air	5-4.14x4.72	316	5.2	.....	85-1750	90-1800	1750	1750	42.2	2.42	7	226	2.64	1-Zenith.	Scin	M	2	Viet°	CA	.....	.....	.....	Radial	Radial
Walter	Venus I	Radial	Air	7-4.14x4.72	443	5.2	.....	120-1750	125-1800	1750	1750	55.0	2.64	9.7	290	2.42	1-Zenith.	Scin	M	2	Viet°	CA	.....	.....	.....	Radial	Radial
Walter	I	Radial	Air	9-4.14x4.72	570	5.2	.....	145-1750	150-1800	1750	1750	72.6	2.86	12.1	352	2.42	1-Zenith.	Scin	M	2	Viet°	CA	.....	.....	.....	Radial	Radial
Walter	Castor I	Radial	Air	7-5.32x6.8	1039	6.0	.....	260-1750	340-2000	1750	1750	.132	....	79.8	564	2.18	1-Zenith	Scin	M	2	Viet°	In	.....	.....	..	Radial	Radial
Walter	Jupiter IV	Radial	Air	9-5.85x7.5	1749	6.5	.....	420-1750	580-1900	1750	1750	.22	....	32.2	805	1.91	1-Bristol.	Scin	M	2	Viet°	In	.....	.....	.....	Radial	Radial
Walter	Jupiter VI	Radial	Air	9-5.85x7.5	1749	6.5	.....	450-1750	580-1900	1750	1750	.231	....	33.8	858	1.80	1-Zenith	Scin	M	2	Viet°	In	.....	.....	.....	Radial	Radial

ABBREVIATIONS:

†—Outside diameter of Cyls. for radial engines
°—Others also.
*—Engine of foreign mfr.
A-M—Aero-Marine.
B—Battery
Berl—Berling.
BM—Battery and Magneto.
Bos—Bosch.
Bris—Bristol.
B.T H.—British Thompson Houston.
CA—Compressed Air.
Car—Cartridge.
Clau—Claudel.
d—Dual
D-R—Delco Remy.
Ducel—Ducellier.
Ecl—Eclipse Bendix
EM—Electric Motor
Ens—Ensign.
Far—Farman.
H—Hexagonal.
HC—Hand crank.
Hey—Heywood.
HM—Hand Magneto.
Horiz—Horizontal.
Imp—Impulse.
In—Inertia.
Inv—Inverted.
In V—Inverted V.
In W—Inverted W.
M—Magneto.
Mar—Marelli
Opt—Optional.
Prod—Products
PS—Propeller Swing.
R.Bos—Robert Bosch.
Salm—Salmson.
Scin—Scintilla.
Siem—Siemens.
Split—Splitdorf.
Strom—Stromberg.
Trip—Triplex.
Var—Various.
Vert—Vertical.
W—3 banks of Cylinders.
Wat—Water.
Watf—Watford.
Winfd—Winfield.
X—4 banks of cylinders.

Automotive *Exports* at Peak *Despite* Price *Reductions*

Total wholesale value for all products sent abroad shows an increase of 9 per cent, according to official declarations even though costs were below 1928.

By GEORGE E. QUISENBERRY
Editor, American Automobile and El Automovil Americano

THE year 1929 was an eventful one for the export section of the automotive industry. The demand for automotive products showed an important increase. Shipments last year from United States and Canada for all lines in the automobile industry had a wholesale value of $722,660,331, according to official export declarations. This value was an increase of $60,000 over the preceding year, or approximately nine per cent, and was made despite considerably lower prices on such products as passenger cars, trucks, tires, batteries, etc.

Details of export shipments through 1929 for all parts of the world are given in compilations accompanying this article. Statistics are given here in detail for each country primarily so that the trade may have full knowledge of the business being done on the various types of products.

Practically all products entering the export business were bought in 1929 at prices under those of 1928. The unit value of the passenger cars shipped from the United States decreased from $715 in 1928 to $691 in 1929, and those from Canada were decreased from $451 to $438. Trucks shipped from the United States decreased from $660 to $588 as an average, while Canadian trucks increased from $368 average value in 1928 to $403 in 1929. In stating the decline in truck values the wrong inference is perhaps given that the sales of the higher capacity units, in excess of 1 or 1½ tons capacity, were lower. While there was a considerable increase in the shipments of all categories, the increase was more rapid in the smaller sized vehicles, the result being that the average value of all trucks decreased.

Assemblies of both cars and trucks in the plants outside of the United States increased by more than 50 per cent. The past year was the first in history that the plants of both Ford and General Motors were operating at high levels. The Ford assembly branches had not been fully occupied until 1929 since 1926-1927 when the old model line was still being produced. General Motors branches expanded considerably and reached high volume of production during 1928, when, after the introduction of the Model A, the Ford branches were only in partial assembly. With the increase in the output of Ford assembly branches and the continued high operating levels of other assembly plants an output of more than 350,000 units reached last year, 1929 was the first year that foreign assembly production has passed a quarter of a million.

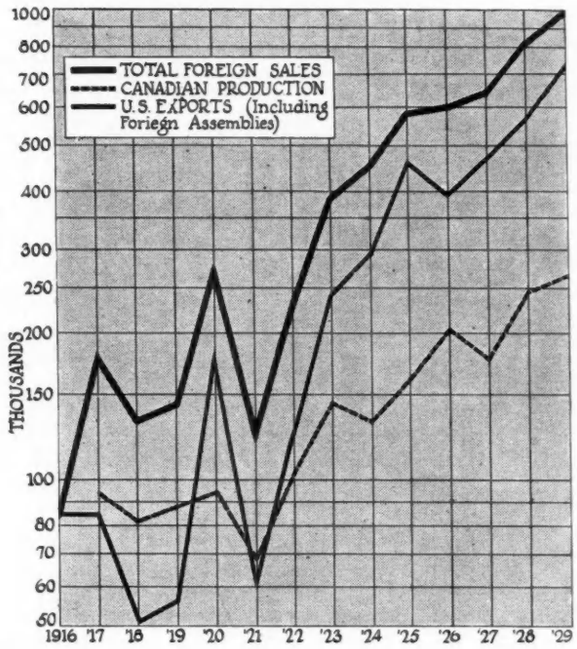
Total Exports and Foreign Assemblies—U. S.

	Total Exports	Total Foreign Assembly Sales
1914	27,574	.....
1915	67,373	.....
1916	85,364	.....
1917	85,092	.....
1918	51,260	.....
1919	56,389	.....
1920	177,297	.....
1921	60,739	19,296
1922	125,880	45,444
1923	240,091	75,985
1924	293,115	116,148
1925	428,564	152,262
1926	393,600	145,774
1927	462,880	192,981
1928	582,764	229,743
1929	735,759	354,850

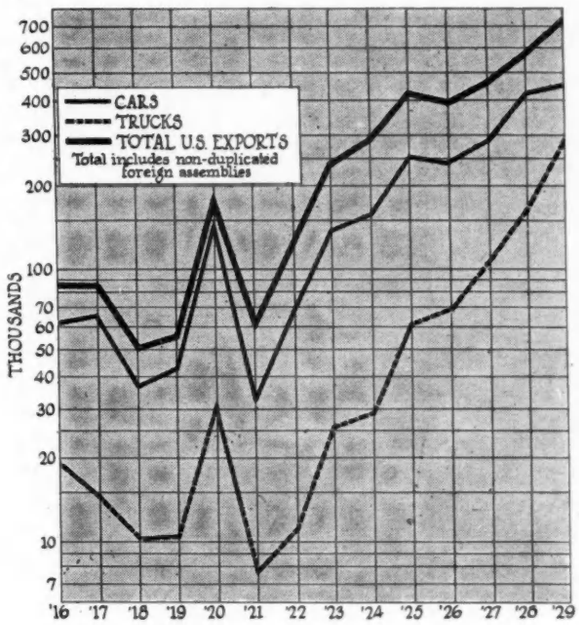
How U. S. and Canadian Exports Were Distributed to Major Markets—1929

Country	Cars	Trucks	Total 1929	Total 1928
Australia	45,099	33,765	78,864	69,722
Argentina	46,619	21,008	67,627	58,620
Brazil	17,785	18,997	36,782	37,691
South Africa	23,450	12,020	35,470	33,056
United Kingdom	16,579	17,555	34,134	25,450
Belgium	17,504	13,420	30,924	26,152
British India	13,806	13,046	26,852	27,208
New Zealand	18,287	5,523	23,810	18,794
Dutch E. Indies	12,215	7,626	19,841	18,433
Spain	9,963	9,757	19,720	14,070
Sweden	12,147	7,063	19,210	25,179
Mexico	13,694	3,796	17,490	16,135
Denmark	7,579	4,802	12,381	8,900

Total Foreign Sales



Total U. S. Exports



Export Shipments by Value

	1929	1928	1927	Increase 1929/28 Per Cent
Passenger Cars—				
From United States	$234,284,194	$263,575,739	$207,966,458	*10
From Canada	28,368,334	25,179,991	22,156,871	11
Total Passenger Cars	$262,652,528	$288,755,730	$230,123,327	*9
Motor Trucks—				
From United States	$111,435,125	$91,360,853	$70,123,600	12
From Canada	14,831,006	8,696,324	6,274,406	71
Total Motor Trucks..	$126,266,131	$100,057,177	$76,398,006	26
Total Cars and Trucks	$388,918,659	$388,812,907	$306,521,333	..
Parts and Accessories—				
From Canada	$2,350,232	$2,152,082	$3,434,465	9
Tires—				
From U. S., total..	$32,727,361	$38,945,410	$40,254,722	*16
Casings	$27,593,926	$33,066,491	$33,749,013	*17
Inner tubes	3,671,856	3,797,836	3,499,317	*3
Solid	1,461,579	2,081,083	3,006,392	*30
From Canada, total..	$18,807,707	$19,703,247	$20,495,892	*4
Casings	16,385,869	16,735,971	16,913,065	*3
Inner tubes	2,255,370	2,605,729	3,143,901	*13
Solid	166,468	361,547	438,926	*54
Total Tires	$51,535,068	$58,648,657	$60,750,614	*12
Other Automotive Products—				
Motorcycles	$3,710,851	$4,402,576	$4,373,808	*16
Tractors	61,779,743	44,360,047	34,539,993	39
Cars and trucks, elec.	247,568	177,559	207,040	39
Automobile engines.	10,215,591	13,026,143	10,885,495	*21
Marine engines	3,914,757	3,097,623	2,056,081	29
Trailers	477,346	396,403	419,172	20
Storage batteries ..	3,474,080	3,400,948	3,673,003	2
Accessories, automotive	8,056,089	7,683,138	.....	4
Parts for assembly	107,672,682	62,421,406	.....	72
Parts for replacement	65,156,817	60,333,587	.....	8
Ignition parts	1,845,797	1,080,387	.....	71
(a) Serv. & gar. equip.	3,381,472	2,258,713	.....	50
Tire service equip.	866,743	1,134,813	.....	*24
Auto. wrenches ...	364,519	.....	.....	..
Gas and oil pumps.	3,281,584	3,972,109	.....	*17
Battery chargers ..	235,112	289,439	.....	*19
Shock absorbers ..	772,030	1,253,992	.....	*38
Bumpers	198,104	344,228	.....	*43
Spark plugs	2,098,114	1,417,344	.....	38
Brake lining	1,520,585	1,421,658	.....	7
Miscellaneous	2,937,020	.....	108,336,311	..
Grand Total	$722,660,331	$662,085,759	$535,197,305	9

* Decrease.

(a) Not including air compressors, electrical tools, small hand tools, etc.

(Porto Rico and Hawaii not included except for tires—$6,222,666 for cars and trucks in 1929.)

Export Shipments by Units

	1929	1928	1927	Increase 29/28 Per Cent	Unit Value 1929	Unit Value 1928
Passenger Cars—						
From U. S.....	339,443	368,329	278,748	*8	$691.00	$715.00
From Canada	64,863	55,612	39,900	16	438.00	451.00
Total Passenger Cars	404,306	423,941	318,648	*4	650.00	$682.00
Motor Trucks—						
From U. S.	196,758	138,768	105,447	42	568.00	$660.00
From Canada	36,848	23,776	17,510	55	403.00	366.00
Total Motor Trucks	233,606	162,544	122,957	44	541.00	$615.00
Total Cars and Trucks	637,912	586,498	441,605	9	....	....
Branch Assemblies— (Not otherwise reported)						
Cars and trucks..	187,543	72,000	80,000	160	....	....
Grand Total— Cars and trucks..	825,455	658,498	521,605	25	....	....
Tires—						
From United States:						
Casings 2,685,936	2,692,896	2,629,857	*..	12.18	$12.28	
Inner tubes 2,044,598	1,806,076	1,627,179	13	1.80	2.10	
Solid	49,029	63,056	96,923	*30	29.60	32.97
From Canada:						
Casings 1,746,950	1,674,553	1,679,126	4	10.65	10.00	
Inner tubes 1,644,719	1,550,085	1,796,619	6	1.37	1.68	
Solid	6,166	12,596	14,473	*51	27.00	26.68
Other Automotive Products—						
Motorcycles	16,265	18,934	19,469	*14	228.00	232.00
Tractors	60,819	53,993	56,562	12	1,012.00	820.00
Automobile engines	95,403	124,305	97,053	*23	107.00	105.00
(b) Marine engines	15,443	....	....	..	....	....
Trailers	1,038	854	928	21	460.00	464.00
Storage batteries.	354,254	338,196	301,980	5	9.80	10.37
Shock absorbers..	309,050	500,551	....	*38	....	....
Bumpers	39,714	67,891	....	*42	....	....
Gas and oil pumps	127,632	97,706	....	30	....	....
Battery chargers.	40,605	60,356	....	*33	....	....
Spark plugs 6,825,326	4,550,352	....	50	....	....	
Brake lining (feet)	7,426,622	7,749,743	....	*4	....	....
Horns, hand & elec.	134,792	....	....	..	....	....

* Decrease.

Porto Rico and Hawaii not included except for tires—8301 cars and trucks in 1929.

(b) Including 11,318 outbound and 4125 of other type.

The information on this page was tabulated from the official 1929 export totals provided to this magazine by the Automotive, Rubber, Electrical and Agricultural Implements Divisions, Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C., and the Dominion Bureau of Statistics of the Department of Trade and Commerce, Ottawa, Canada, and by the American Automobile.

AMERICAN CAR EXPORTS

COUNTRY	Total 1928	1929 Up to $1,000	1929 $1,000 to $2,000	1929 Over $2,000	Total 1929
EUROPE					
	146	*68*	*45*	*12*	*125*
Austria	$33,727	39,304	46,893	30,119	116,316
	71	*55*	*19*	*7*	*81*
Azores and Madeira Is.	44,437	30,152	19,162	9,472	58,786
	19,521	*10,608*	*5,548*	*757*	*16,913*
Belgium	15,914,492	5,066,299	5,810,437	1,779,187	12,655,913
	215	*224*	*57*	*2*	*353*
Bulgaria	136,550	126,387	80,037	4,300	210,724
	515	*178*	*108*	*32*	*318*
Czechoslovakia	461,803	116,643	115,479	64,352	296,974
	8,847	*6,157*	*1,385*	*117*	*7,659*
Denmark and Faroe Is.	5,492,784	2,800,019	1,400,374	253,783	4,454,176
	3,012	*774*	*373*	*33*	*1,80*
Finland	2,702,836	466,313	402,393	77,993	946,699
	2,888	*2,509*	*1,529*	*456*	*4,494*
France	3,390,160	1,363,369	1,680,922	1,165,989	4,210,580
	12,607	*5,394*	*2,255*	*434*	*8,093*
Germany	10,802,521	3,261,065	2,474,212	1,087,735	6,843,012
	2,035	*1,442*	*420*	*49*	*1,917*
Greece	1,320,185	657,187	439,995	119,900	1,217,082
	714	*230*	*177*	*39*	*446*
Hungary	585,621	132,894	181,825	82,652	397,371
	71	*74*	*36*	*5*	*115*
Iceland	65,680	49,553	36,540	8,578	94,671
	330	*43*	*47*	*4*	*94*
Irish Free State	208,497	30,784	47,631	11,415	89,830
	2,566	*683*	*530*	*89*	*1,302*
Italy	2,054,069	359,618	585,045	230,875	1,175,539
	49	*100*	*29*	*3*	*132*
Latvia	34,040	56,731	32,205	6,573	95,509
	94	*11*			*11*
Lithuania	82,429	6,801			6,801
	152	*79*	*28*	*1*	*108*
Malta, Gozo and Cyprus Is.	120,067	41,482	30,566	1,726	73,774
	4,939	*1,954*	*1,587*	*235*	*3,776*
Netherlands	3,771,839	1,247,829	1,797,885	580,554	3,626,268
	1,395	*743*	*618*	*34*	*1,395*
Norway	1,264,456	493,676	643,516	74,585	1,211,777
	1,721	*791*	*349*	*54*	*1,194*
Poland and Danzig	1,213,140	420,379	366,331	115,644	902,354
	1,594	*809*	*796*	*66*	*1,671*
Portugal	1,250,298	492,788	819,927	146,244	1,458,959
	4,489	*2,119*	*537*	*25*	*2,681*
Rumania	3,134,957	1,013,972	539,986	53,676	1,607,634
	409	*2,537*	*167*	*26*	*2,730*
Russia	325,032	1,083,476	194,480	67,516	1,345,472
	9,603	*3,651*	*2,908*	*705*	*7,264*
Spain	8,650,964	2,206,193	3,192,022	1,612,438	7,010,653
	18,226	*2,870*	*2,923*	*269*	*12,092*
Sweden	11,964,281	4,292,833	3,157,040	578,861	8,028,734
	2,707	*958*	*1,099*	*171*	*2,228*
Switzerland	2,673,592	584,993	1,139,491	368,492	2,092,976
	11,196	*7,694*	*1,276*	*452*	*9,422*
United Kingdom	7,715,224	3,746,267	1,398,039	1,018,797	6,163,103
	694	*197*	*48*	*20*	*265*
Yugoslavia and Albania	470,408	111,744	46,919	43,382	202,045
NORTH AMERICA					
	68	*49*	*10*		*59*
Barbados	50,780	16,698	10,700		27,398
	33	*14*	*4*	*1*	*19*
British Honduras	16,177	7,528	4,933	1,976	14,437
	252	*288*	*22*	*2*	*312*
British West Indies, Other	110,119	114,875	23,050	7,000	144,925
	42,253	*32,975*	*7,539*	*1,534*	*42,048*
Canada	33,444,917	20,347,241	8,823,582	4,183,101	33,353,924
	387	*57*	*104*	*15*	*176*
Costa Rica	389,570	39,454	108,584	32,323	180,361
	5,984	*5,032*	*802*	*179*	*6,013*
Cuba	4,050,405	2,508,800	999,088	479,282	3,987,270
	1,280	*545*	*82*	*12*	*639*
Dominican Republic	965,151	274,046	95,653	38,537	408,236
	146	*126*	*18*		*144*
French West Indies	83,322	75,143	16,322		91,465
	419	*218*	*127*	*22*	*367*
Guatemala	507,576	122,496	141,281	45,531	309,308
	244	*150*	*80*	*4*	*234*
Haitian Republic	188,650	83,031	83,767	11,699	178,497
	75	*158*	*46*	*3*	*207*
Honduras	61,926	71,720	51,705	6,205	129,630
	659	*650*	*118*	*3*	*771*
Jamaica	462,341	323,534	134,058	10,530	468,122
	12,841	*12,014*	*1,488*	*174*	*13,676*
Mexico	7,935,346	5,744,274	1,821,690	438,637	8,004,601
	267	*274*	*104*	*14*	*392*
Netherland West Indies	213,642	146,071	108,115	33,586	287,772
	383	*324*	*94*	*2*	*420*
Newfoundland & Labrador	278,047	196,281	95,032	5,166	296,479
	120	*48*	*55*	*3*	*106*
Nicaragua	107,537	31,906	64,788	6,140	102,834
	1,440	*2,948*	*400*	*50*	*3,398*
Panama	956,116	1,375,760	425,836	134,500	1,936,096
	321	*62*	*148*	*34*	*244*
Salvador	389,930	41,913	163,133	77,488	282,534
	189	*92*	*46*	*8*	*146*
Trinidad and Tobago	140,292	60,771	46,821	15,048	122,640
	65	*52*	*13*		*65*
Virgin Islands of U.S.	41,399	26,833	14,981		41,814
SOUTH AMERICA					
	39,734	*29,700*	*8,287*	*1,171*	*39,158*
Argentina	26,261,702	14,095,013	8,951,425	2,792,257	25,838,695
	207	*173*	*60*	*3*	*236*
Bolivia	$210,068	$71,246	$65,464	$7,902	$144,612
	22,711	*14,777*	*2,166*	*307*	*17,250*
Brazil	13,798,028	6,302,873	2,283,585	710,521	9,296,979
	43	*9*	*6*	*2*	*17*
British Guiana	31,329	4,860	5,969	4,194	15,023
	3,989	*2,887*	*2,420*	*196*	*5,503*
Chile	3,082,939	1,725,567	2,464,340	428,130	4,618,037
	2,242	*393*	*879*	*169*	*1,441*
Colombia	2,691,381	258,315	961,875	365,097	1,585,287
	273	*153*	*54*	*6*	*213*
Ecuador	263,994	82,706	58,269	11,754	152,729
	123	*112*	*26*		*138*
Paraguay	89,585	59,595	23,373		82,968
	1,674	*1,369*	*503*	*76*	*1,948*
Peru	1,187,569	696,586	521,705	158,214	1,376,505
	5,665	*6,059*	*1,337*	*124*	*7,520*
Uruguay	3,764,455	2,762,093	1,398,536	267,765	4,428,394
	1,836	*2,252*	*903*	*290*	*3,445*
Venezuela	1,545,063	1,097,127	970,107	676,991	2,744,225
ASIA					
	57	*30*	*7*		*37*
Aden	41,005	16,856	7,764		24,620
	214	*305*	*51*	*1*	*357*
Arabia, Hejaz and Iraq	122,496	134,860	52,485	4,200	191,545
	6,959	*8,625*	*1,955*	*142*	*10,722*
British India	5,043,624	4,088,923	1,978,410	292,803	6,360,136
	664	*630*	*233*	*18*	*881*
British Malaya	535,844	358,041	232,044	38,886	628,971
	576	*261*	*161*	*7*	*429*
Ceylon	472,311	168,134	171,997	15,055	355,186
	1,796	*1,218*	*165*	*13*	*1,396*
China	1,233,724	799,618	198,885	31,233	1,029,736
	222	*513*	*20*	*2*	*535*
French Indo-China	79,943	244,803	23,501	3,304	271,608
	343	*170*	*77*	*4*	*251*
Hong Kong	258,713	112,923	87,128	9,272	209,323
	8,419	*4,537*	*768*	*103*	*5,408*
Japan and Chosen	5,967,039	2,700,744	939,504	251,944	3,892,192
	7,995	*7,360*	*1,340*	*81*	*8,781*
Java and Madura	4,782,565	3,225,412	1,391,872	176,434	4,793,718
	259	*207*	*18*	*2*	*227*
Kwantung	199,102	153,301	21,611	4,282	179,194
	834	*733*	*264*	*33*	*1,030*
Netherland E.Indies, Other	653,315	401,946	267,906	68,289	738,141
	1,367	*961*	*384*	*16*	*1,361*
Palestine and Syria	1,003,930	519,208	402,848	33,147	1,955,203
	563	*892*	*73*	*10*	*975*
Persia	326,630	366,619	78,114	26,096	470,829
	3,674	*2,722*	*459*	*59*	*3,240*
Philippine Islands	2,772,696	1,654,996	584,736	141,763	2,381,493
	5	*74*	*4*		*78*
Russia	5,870	44,500	4,965		49,465
	102	*139*	*44*	*1*	*184*
Siam	70,013	93,124	43,787	2,559	139,470
	1,097	*769*	*115*	*21*	*905*
Turkey	711,369	371,957	107,930	62,581	542,468
OCEANIA					
	38,352	*27,438*	*5,797*	*567*	*33,802*
Australia	23,474,735	11,776,275	5,938,993	1,152,307	18,867,575
	72	*38*	*12*		*50*
British Oceania	58,380	25,896	14,902		40,798
	26	*43*	*19*		*62*
French Oceania	13,260	22,514	27,158		49,672
	10,251	*4,480*	*2,944*	*88*	*7,512*
New Zealand	6,875,717	2,649,444	3,070,172	181,815	5,901,431
AFRICA					
	172	*127*	*59*	*1*	*187*
Algeria and Tunisia	93,007	79,530	59,704	2,042	141,276
	78	*98*	*17*		*115*
Belgian Congo	42,362	63,611	17,546		81,157
	572	*271*	*221*	*16*	*508*
British East Africa	551,536	178,148	217,335	28,204	423,687
	21,845	*15,351*	*5,844*	*150*	*21,345*
British South Africa	15,469,168	8,222,413	5,917,306	280,716	14,420,435
	473	*241*	*138*		*379*
British West Africa	407,291	125,443	144,878		270,321
	142	*84*	*83*	*3*	*170*
Canary Islands	127,803	51,930	94,660	5,756	152,346
	2,752	*2,409*	*550*	*101*	*3,060*
Egypt	1,896,279	1,188,285	607,525	224,963	2,620,773
	168	*196*	*35*	*2*	*233*
French Africa, Other	85,639	101,390	32,863	3,304	137,557
	34	*18*	*6*		*24*
Liberia	24,918	10,427	6,706		17,133
	802	*764*	*292*	*16*	*1,072*
Morocco	308,720	431,779	293,960	32,460	758,199
	343	*148*	*92*	*2*	*242*
Mozambique	261,836	93,311	96,686	5,026	195,023
	132	*240*	*53*		*293*
Portuguese Africa, Other	83,841	112,220	53,057		165,277
	70	*35*	*23*	*3*	*61*
Spanish Africa, Other	66,762	20,177	26,238	5,399	51,814
	169	*25*	*49*	*9*	*167*
Other Countries	113,456	59,392	50,346	21,204	130,942
	368,328	*255,218*	*75,253*	*9,972*	*30,443*
TOTAL	$263,574,394	$129,771,647	$80,862,641	$23,649,957	$234,284,245

Hawaii *5,454* $3,760,371 Porto Rico *1,733* $1,289,435

AMERICAN TRUCK EXPORTS

COUNTRY	Total 1928	1929 Up to 1 Ton 7902	1929 1 to 2½ Tons 7903	1929 Over 2½ Tons 7904	Total 1929
EUROPE					
	171	*51*	*17*		*68*
Austria	$105,730	$16,488	$8,200		$24,688
	57	*56*	*18*		*74*
Azores and Madeira Is.	33,691	28,390	13,047		41,437
	5,629	*12,101*	*856*	*13*	*12,970*
Belgium	2,277,056	4,405,656	709,855	29,120	5,144,631
	68	*57*	*16*		*73*
Czechoslovakia	51,793	37,608	11,100		48,708
	4,472	*4,330*	*471*	*1*	*4,802*
Denmark and Faroe Is.	1,983,283	1,599,443	373,733	1,810	1,974,985
	786	*214*	*199*	*5*	*418*
Finland	749,210	165,146	238,830	10,561	414,537
	1,604	*3,050*	*174*	*1*	*3,225*
France	682,402	1,376,004	187,570	2,202	1,565,776
	2,758	*685*	*146*	*2*	*833*
Germany	1,408,908	390,245	169,570	8,794	568,609
	953	*465*	*733*	*1*	*1,199*
Greece	586,565	317,961	405,367	1,854	725,182
	82	*47*	*24*	*1*	*72*
Hungary	48,789	30,518	20,027	927	51,472
	23	*67*	*12*		*79*
Iceland	15,485	35,624	10,878		46,502
	83	*17*	*2*		*19*
Irish Free State	51,681	12,571	5,750		18,321
	430	*169*	*158*		*327*
Italy	214,245	84,388	85,149		169,537
	64	*18*	*80*	*1*	*99*
Latvia	59,074	13,042	93,638	874	107,554
	30	*4*	*50*		*54*
Malta, Gozo & Cyprus Is.	15,698	2,330	23,769		26,099
	501	*170*	*291*	*15*	*476*
Netherlands	470,687	120,070	278,019	19,058	417,147
	541	*298*	*244*	*43*	*585*
Norway	686,977	231,935	299,308	141,971	673,214
	613	*1,074*	*346*	*7*	*1,427*
Poland and Danzig	418,006	593,065	421,572	24,077	1,038,714
	877	*778*	*313*	*12*	*1,103*
Portugal	602,098	436,316	338,426	20,315	795,057
	1,267	*390*	*1,325*	*18*	*1,733*
Rumania	724,644	298,962	709,072	84,979	1,193,013
	278	*491*	*1,323*	*10*	*1,824*
Russia	389,698	163,527	805,717	34,307	1,003,551
	4,406	*4,864*	*1,180*	*87*	*6,131*
Spain	2,826,565	2,449,574	1,421,188	230,503	4,101,265
	6,950	*6,345*	*708*	*10*	*7,063*
Sweden	3,772,353	2,406,503	828,404	20,985	3,255,892
	27	*101*	*75*	*2*	*178*
Switzerland	27,050	66,708	71,882	3,717	142,307
	8,163	*16,065*	*1,477*	*13*	*17,555*
United Kindom	3,841,354	5,381,364	817,164	50,734	6,249,262
	156	*95*	*42*		*137*
Yugoslavia and Albania	96,759	57,512	23,687		81,199
NORTH AMERICA					
	4		*7*		*7*
British Honduras	5,250		4,224		4,224
	98	*32*	*45*	*1*	*78*
British West Indies, Other	56,352	15,287	26,502	3,000	44,789
	6,953	*2,113*	*2,734*	*847*	*5,694*
Canada	8,521,331	1,375,719	4,319,401	2,263,103	7,958,223
	197	*43*	*68*	*3*	*114*
Costa Rica	219,405	34,309	111,034	11,955	158,298
	1,407	*264*	*2,248*	*78*	*2,590*
Cuba	1,530,751	144,030	1,280,858	191,799	1,616,687
	328	*88*	*103*	*5*	*196*
Dominican Republic	296,376	44,071	66,159	14,548	124,778
	57	*61*	*44*		*105*
French West Indies	32,510	32,325	19,360		51,685
	269	*60*	*73*	*7*	*140*
Guatemala	388,137	48,880	76,723	33,045	158,648
	107	*25*	*41*	*1*	*67*
Haitian Republic	102,886	17,097	41,509	4,200	62,806
	55	*39*	*76*	*16*	*131*
Honduras	49,711	28,519	97,509	40,316	166,344
	193	*40*	*310*		*350*
Jamaica	193,382	27,079	202,975		230,054
	3,274	*1,148*	*2,412*	*236*	*3,796*
Mexico	2,595,580	573,499	1,853,876	421,049	2,848,424
	153	*104*	*194*	*8*	*306*
Netherland West Indies	157,342	72,061	148,267	28,677	249,005
	40	*5*	*1*		*6*
Newfoundland & Labrador	22,409	1,500	515		2,015
	26	*17*	*15*	*8*	*40*
Nicaragua	30,630	12,015	17,661	21,304	50,980
	411	*736*	*695*	*13*	*1,444*
Panama	337,570	325,236	398,552	46,404	770,192
	21	*13*	*18*	*3*	*34*
Salvador	43,182	9,647	29,583	16,635	54,865
	75	*33*	*78*	*3*	*114*
Trinidad and Tobago	63,308	22,873	42,003	2,892	67,768
	13	*2*	*6*		*8*
Virgin Islands of U.S.	11,651	400	4,360		4,760
SOUTH AMERICA					
	15,771	*16,322*	*2,908*	*685*	*19,915*
Argentina	12,256,545	7,436,155	4,059,001	2,153,120	13,648,276
	94	*38*	*179*	*7*	*224*
Bolivia	126,078	35,864	188,127	16,044	240,035
	14,306	*16,811*	*2,000*	*46*	*18,857*

COUNTRY	Total 1928	1929 Up to 1 Ton 7902	1929 1 to 2½ Tons 7903	1929 Over 2½ Tons 7904	Total 1929
Brazil	$7,560,719	$6,387,231	$1,493,690	$140,828	$8,021,749
	1,209	*1,021*	*1,240*	*117*	*2,378*
Chile	1,385,958	686,929	1,322,882	367,299	2,377,110
	1,314	*379*	*458*	*75*	*912*
Colombia	1,999,615	299,833	629,389	206,954	1,136,176
	75	*36*	*162*	*1*	*199*
Ecuador	71,721	29,436	129,293	2,261	160,990
	141	*58*	*71*		*129*
Paraguay	120,229	35,679	43,604		79,283
	714	*372*	*815*	*55*	*1,242*
Peru	604,825	162,007	513,353	88,943	764,303
	1,558	*2,405*	*1,014*	*59*	*3,478*
Uruguay	1,039,657	1,095,906	737,100	169,690	2,002,696
	905	*372*	*1,180*	*55*	*1,607*
Venezuela	838,529	260,854	867,596	179,852	1,308,302
ASIA					
	9	*31*	*10*		*41*
Aden	12,308	12,697	4,000		16,697
	278	*93*	*95*	*12*	*200*
Arabia and Iraq	169,311	64,319	75,365	55,946	195,630
	5,340	*7,664*	*599*	*41*	*8,304*
British India	3,314,408	3,214,227	508,257	75,555	3,798,039
	121	*249*	*46*	*1*	*296*
British Malaya	128,418	167,425	46,737	4,050	218,212
	415	*208*	*224*	*25*	*457*
Ceylon	433,775	190,652	287,492	47,275	525,419
	899	*713*	*794*	*59*	*1,566*
China	764,136	582,325	808,191	70,951	1,461,467
	33	*33*	*186*		*219*
French Indo-China	16,629	14,717	83,910		98,627
	97	*70*	*41*	*12*	*123*
Hong Kong	81,689	45,534	36,666	12,600	94,800
	2,024	*2,370*	*1,031*	*47*	*3,447*
Japan	1,728,562	1,382,305	759,442	84,518	2,226,265
	5,310	*5,004*	*721*	*146*	*5,871*
Java and Madura	2,580,897	1,919,542	581,298	205,030	2,705,870
	82	*107*	*142*	*1*	*251*
Kwantung	80,215	96,019	147,627	1,775	245,421
	316	*273*	*79*	*8*	*360*
Netherland E. Indies, Other	266,579	180,175	80,965	14,041	275,181
	565	*462*	*450*	*4*	*816*
Palestine and Syria	547,261	347,931	316,046	7,331	671,308
	441	*294*	*543*	*14*	*851*
Persia	322,779	141,826	335,656	42,122	519,604
	2,153	*2,081*	*1,418*	*333*	*3,532*
Philippine Islands	1,370,744	1,176,481	993,733	103,683	2,273,897
	10		*33*	*1*	*34*
Russia	6,899		34,223	2,131	36,354
	143	*168*	*28*		*196*
Siam	98,942	134,176	22,821		156,997
	733	*771*	*594*	*2*	*1,367*
Turkey	395,011	479,899	281,061	10,106	771,066
OCEANIA					
	17,305	*24,934*	*2,083*	*181*	*27,198*
Australia	8,359,294	10,222,788	1,845,505	329,390	12,397,683
	32	*15*	*8*		*23*
British Oceania	20,126	6,940	8,118		15,058
	9	*1*	*12*		*13*
French Oceania	8,229	190	7,820		8,010
	2,306	*2,415*	*648*	*71*	*3,134*
New Zealand	1,409,411	1,010,689	845,914	118,034	1,974,637
AFRICA					
	43	*75*	*21*		*96*
Algeria and Tunisia	19,653	56,080	20,488		76,568
	140	*214*	*33*		*247*
Belgian Congo	73,896	112,317	38,002		150,319
	486	*257*	*56*	*2*	*315*
British East Africa	442,151	208,657	58,506	7,182	274,345
	4,475	*4,906*	*637*	*64*	*5,607*
British South Africa	2,904,304	1,964,060	691,058	184,152	2,840,179
	1,362	*53*	*46*		*99*
British West Africa	1,328,559	34,291	42,988		77,279
	103	*130*	*46*	*11*	*187*
Canary Islands	94,525	73,842	54,148	14,050	142,040
	1,237	*1,187*	*901*		*2,088*
Egypt	572,189	534,515	408,183		942,698
	154	*288*	*85*	*1*	*374*
French Africa, Other	82,232	142,529	55,577	635	198,741
	41	*3*	*2*		*5*
Liberia	44,945	2,046	2,962		5,008
	747	*716*	*130*	*14*	*860*
Morocco	426,214	348,347	156,766	28,323	533,436
	158	*46*	*84*	*4*	*134*
Mozambique	110,031	34,331	86,499	17,956	138,786
	122	*75*	*142*		*217*
Portuguese Africa, Other	93,336	43,187	76,383		119,570
	28	*11*	*15*	*1*	*27*
Spanish Africa, Other	26,679	7,730	11,260	2,090	21,080
	308	*230*	*540*	*4*	*774*
Other Countries	185,691	142,054	220,975	3,913	366,942
	138,782	*151,010*	*42,418*	*3,330*	*196,758*
TOTAL	$91,321,468	$65,235,437	$37,736,143	$8,553,545	$111,525,125
	668	*221*	*256*	*70*	*547*
Hawaii	836,788	140,800	267,796	257,499	666,095
	661	*233*	*289*	*45*	*567*
Porto Rico	765,471	115,696	226,115	164,954	506,765

U. S. PARTS AND TIRE EXPORTS

	PARTS—VALUE				TIRES—VALUE						
								1929			
	1926	1927	1928	1929	1926	1927	1928	Casings	Inners	Solids	Total
EUROPE											
Austria	$100,003	$117,811	$302,688	$323,177	$72,871	$487,088	$501,105	$445,301	$71,797		$517,098
Azores and Madeira Islands	16,140	14,902	19,511	232,471	10,088	15,843	20,664	32,533	2,371	$ 43	37,947
Belgium	2,074,875	1,452,825	5,424,532	8,438,844	374,799	450,661	1,084,013	1,576,259	134,373	20,636	1,731,268
Bulgaria	3,014	5,965	7,535	18,671	2,554	21,590	7,216	43,457	4,960		48,417
Czechoslovakia	46,211	89,228	87,376	125,112	368,212	739,576	527,390	603,451	79,613	18,265	609,451
Denmark	4,141,444	2,466,680	2,155,057	6,156,875	652,701	1,514,173	1,543,996	1,355,046	132,082	2,180	1,489,308
Estonia	3,406	4,377	7,325	11,536	2,301	22,447	25,880	9,946	2,084	563	12,593
Finland	227,940	391,145	398,569	538,806	261,523	370,595	388,016	214,884	27,130	673	242,687
France	2,385,969	2,025,683	3,611,301	8,081,819	361,914	404,027	382,959	325,854	30,336	1,476	357,666
Germany	1,255,914	9,740,885	10,717,735	12,025,097	1,819,243	2,528,616	1,762,987	1,007,860	74,565	2,137	1,084,562
Gibraltar	3,048	3,024	2,441	2,139	279	1,540	5,224	800	76	4,929	5,805
Greece	62,775	170,980	210,291	220,771	145,327	310,555	296,903	199,228	25,261		224,489
Hungary	23,130	100,478	62,839	121,135	23,318	93,630	120,609	105,636	10,849		116,485
Iceland	9,902	8,854	16,632	22,823	19,261	17,997	12,916	19,940	3,187		23,127
Irish Free State	420,654	232,452	612,086	500,260	31,597	50,049	68,615	109,983	2,513	19,307	131,803
Italy	1,028,927	573,964	454,588	670,422	97,984	633,652	1,156,874	906,450	87,190		993,640
Latvia	6,437	13,200	18,646	49,645	11,899	14,882	15,297	8,166	1,106		9,272
Lithuania	1,648	4,222	3,863	4,935							
Malta, Gozo, etc	14,749	8,852	16,201	26,893	753	6,952	2,538	4,707	633	412	5,752
Netherlands	731,735	959,285	926,545	1,228,329	603,469	1,020,659	899,193	757,850	69,485	2,358	829,693
Norway	164,052	237,997	252,517	238,639	419,573	371,770	351,874	274,900	34,676	6,112	315,688
Poland and Danzig	7,805	22,798	676,732	1,532,563	48,580	389,785	740,430	655,088	65,672	4,841	725,601
Portugal	147,869	186,543	134,741	525,421	155,671	230,102	224,459	255,417	28,272	11,627	295,316
Rumania	77,979	145,441	206,539	246,738	76,671	304,638	578,392	530,075	53,233	2,518	108,826
Russia	25,607	363,829	188,367	825,241	36,501	25,074	46,808	16,761	2,131	1,758	20,650
Spain	1,594,313	1,316,162	1,682,812	5,522,075	883,796	1,572,196	1,867,590	2,013,174	183,122	11,114	2,207,410
Sweden	761,759	1,104,738	974,523	1,411,935	906,099	1,306,062	1,366,692	1,005,625	98,902	2,302	1,127,529
Switzerland	108,067	117,940	183,515	187,255	424,432	682,319	526,201	573,256	52,754	1,047	627,057
Turkey (Incl. Turkey in Asia)	64,151	101,856	135,049	449,359	22,534	105,588	111,962	96,849	10,676	403	107,928
United Kingdom	5,344,252	4,459,866	5,152,244	11,886,113	3,230,202	3,240,545	655,461	384,228	30,224	8,729	423,181
Yugoslavia, Albania	19,982	14,571	15,689	22,176	48,925	86,824	46,202	59,211	7,165		66,376
NORTH AMERICA											
Barbados	41,168	32,510	33,163	26,173	10,668	9,316	18,690	12,088	1,396	1,740	15,224
British Honduras	10,231	11,859	8,514	12,284	3,206	2,910	6,577	1,799	434		2,233
British West Indies	74,937	60,766	64,461	72,165	25,110	10,991	22,649	20,782	2,223	856	23,861
Canada	31,780,943	36,962,976	50,690,534	51,589,878	349,857	488,389	241,753	225,986	13,290	43,226	282,502
Costa Rica	47,528	71,011	72,344	63,070	73,110	85,418	142,428	86,259	9,618	2,176	98,053
Cuba	958,209	1,056,110	1,024,366	1,058,421	1,821,364	1,828,594	1,558,682	1,118,499	161,757	207,372	1,487,628
Dominican Republic	201,998	193,803	184,074	89,917	164,282	278,047	220,153	174,973	19,793	8,721	203,487
French West Indies	8,487	13,489	15,782	28,085	13,316	12,504	13,538	15,847	1,541	1,569	18,957
Guatemala	139,714	184,075	140,858	116,612	127,368	153,277	138,783	125,444	13,552	2,687	141,683
Haitian Republic	93,395	75,633	73,034	65,565	89,791	98,355	130,967	83,752	8,695	154	92,601
Honduras	34,660	26,971	37,529	61,585	63,466	44,148	46,972	42,317	5,640	11,574	59,531
Jamaica	188,123	231,794	216,573	169,922	22,085	51,087	54,468	67,465	6,403	4,852	78,720
Mexico	2,021,217	1,632,497	1,982,985	2,680,274	1,289,128	1,249,917	1,502,847	1,402,443	163,215	92,803	1,658,461
Netherland West Indies	34,816	52,557	72,160	119,377	49,424	72,137	93,853	102,796	16,557	1,730	121,083
Newfoundland and Labrador	20,566	27,317	30,994	57,684	30,601	24,880	29,172	31,269	6,618	753	38,640
Nicaragua	20,642	23,407	31,871	37,535	18,104	22,026	26,799	29,037	5,017	3,170	37,224
Panama	176,061	291,896	400,295	785,507	262,376	194,266	188,624	152,354	18,528	8,996	179,878
Salvador	92,509	80,096	64,005	88,609	142,539	101,539	103,358	60,326	9,060	14,632	84,018
Trinidad and Tobago	57,000	82,493	55,034	78,760	23,626	38,516	27,126	20,503	2,014	2,585	25,102
Virgin Islands of U. S.	9,145	9,557	14,794	9,442	5,436	5,147	8,317	8,492	1,331	1,864	11,687
SOUTH AMERICA											
Argentina	6,598,419	4,113,594	6,672,780	14,072,350	3,594,444	3,859,020	3,028,440	2,874,143	320,066	188,228	3,382,437
Bolivia	62,768	82,293	59,626	75,074	33,888	49,256	47,182	50,628	4,447	1,482	56,557
Brazil	3,612,032	3,093,085	3,505,188	10,580,066	1,169,783	1,959,160	1,615,787	1,679,609	133,747	57,400	1,870,756
British Guiana	15,793	18,106	18,663	8,206	5,820	2,767	596	1,403	204	61	1,668
Chile	1,006,850	802,941	849,844	2,965,336	438,362	613,383	558,473	599,902	74,934	55,869	730,705
Colombia	686,081	893,221	1,066,343	878,546	535,102	646,644	895,080	638,852	92,954	36,562	768,368
Ecuador	36,826	31,863	32,688	40,557	49,399	61,348	66,869	59,824	7,619	281	67,724
French Guiana	1,346	1,300	2,681	1,735	329	2,073	593	178	18	569	765
Paraguay	15,898	24,306	27,512	41,356	10,436	42,508	22,503	26,309	2,962		29,271
Peru	513,046	467,416	568,419	413,686	393,404	422,349	385,228	231,006	29,266	11,171	271,443
Surinam	3,334	4,553	6,941	2,427	1,731	2,366	4,657	1,638	100		1,738
Uruguay	506,268	632,029	663,644	844,410	524,105	442,060	475,287	363,619	36,985	14,545	415,149
Venezuela	564,137	513,965	612,867	511,704	552,512	521,625	434,004	485,871	45,921	16,390	548,182
ASIA											
Aden	7,743	15,102	12,978	9,526	7,017	6,906	4,389	1,488	202		1,690
Asia, Other	161	1,852	266	12,242	354		295	143			143
British India	995,138	1,440,708	1,917,231	2,390,428	571,833	1,192,037	977,246	1,086,790	84,408	42,767	1,213,965
British Malaya	621,313	565,784	562,993	708,401	250,413	466,036	756,475	802,863	31,884	8,992	843,749
Ceylon	166,964	149,717	133,478	105,967	223,415	198,600	128,366	85,345	7,009	13,017	105,371
China	368,547	410,076	538,355	1,198,092	388,965	319,266	489,762	364,909	40,546	12,839	418,294
French Indo-China	4,043	3,711	11,054	74,052	2,114	2,443	39,803	45,654	3,562		49,216
Arabia and Iraq	52,015	66,854	71,613	64,452	117,492	56,164	48,067	44,470	4,370	1,768	50,608
Hong Kong	60,626	124,405	134,102	107,448	6,911	3,360	26,578	43,617	4,506	1,436	49,559
Japan	2,873,991	6,128,719	9,764,980	12,693,463	1,248,610	1,009,418	1,496,655	1,417,727	148,642	68,336	1,634,705
Java and Madura	400,271	692,209	917,069	1,151,423	525,641	673,137	531,140	1,035,463	46,496	18,676	1,100,635
Kwantung	35,483	23,205	35,711	59,382	2,609	3,679	1,947	48,581	6,637	5,498	60,716
Netherland East Indies, Other	129,432	157,998	207,369	270,188	59,588	123,788	139,985	240,541	10,880	1,446	252,867
Palestine and Syria	143,306	182,111	171,138	247,909	115,572	166,613	246,242	277,065	32,102	23	309,190
Persia	22,066	131,339	126,998	236,108	64,445	112,500	116,291	90,261	14,383	2,035	196,679
Philippine Islands	672,728	698,536	763,442	1,017,198	1,167,837	1,814,795	1,445,110	1,394,324	185,349	39,580	1,619,253
Russia	115	23,432	5,811	8,089				1,193			1,193
Siam	37,303	74,745	70,593	112,708	7,072	13,872	4,950	38,830	1,965	475	41,270
OCEANIA											
Australia	4,065,808	4,522,477	4,573,392	5,408,092	1,733,560	1,808,425	626,832	148,837	7,290	97,416	253,543
British Oceania	22,097	26,758	14,896	30,499	11,852	3,700	10,342	11,053	2,376	140	13,569
French Oceania	9,456	12,295	13,050	9,099	10,348	6,851	9,789	7,874	1,230	893	9,997
New Zealand	1,258,123	1,114,038	1,131,414	1,407,255	499,335	222,808	228,986	141,047	11,761	35,205	188,013
AFRICA											
Algeria and Tunisia	5,297	6,196	4,584	20,620	3,204	9,051	8,308	68,504	8,765		77,269
Belgian Congo	51,216	23,172	22,174	116,042	13,744	2,205	252	68,721	11,020		79,741
British East Africa	186,273	223,862	278,130	311,387	66,898	158,195	198,854	197,888	29,432	852	228,172
British South Africa	1,381,886	1,517,313	1,629,582	1,973,988	310,617	573,722	460,535	513,284	54,717		568,001
British West Africa	201,986	481,283	671,003	41,746	65,178	162,774	291,368	28,398	3,201		31,599
Canary Islands	78,569	55,486	36,180	41,679	128,639	160,309	121,886	100,425	7,140	10,664	118,229
Egypt	125,075	1,220,945	1,189,921	1,193,261	140,114	184,204	248,547	220,486	38,899	9,922	269,307
French Africa, Other	109,425	76,216	91,167	187,713	3,390	16,118	12,834	33,964	4,752		38,716
Italian Africa	1,924	5,125	1,833	2,375	1,134	2,607	5,111	8,174	1,317		9,491
Liberia	3,405	12,404	24,131	16,603	1,675	9,730	9,410	7,285	1,252		8,537
Morocco	85,462	76,173	109,162	247,515	48,367	211,651	166,383	367,588	36,045	1,181	404,814
Mozambique	27,825	45,142	46,275	45,746	6,426	20,915	20,348	12,733	2,547		15,280
Portuguese Africa, Other	36,181	58,630	69,664	91,133	13,213	23,824	34,913	28,284	6,079		34,363
Spanish Africa, Other	17,847	16,641	12,088	13,482	4,948	3,683	31,495	14,267	1,531	74	15,872
Other Countries	2,062	1,853	17,406	152,630	527	3,129	4,210	91,375	14,973	241	106,589
TOTAL	$83,888,680	$99,345,831	$130,437,318	$180,885,588	$30,840,589	$40,175,041	$36,398,849	$33,479,692	$3,409,611	$1,301,432	$38,190,735

MISCELLANEOUS EXPORTS

COUNTRY	BRITISH (10 MONTHS)							GERMAN		CANADIAN	AMERICAN			
	CARS		TRUCKS		PARTS	CHASSIS		Cars	Trucks & Tractors	Parts	Electrics		Airplanes	
	No.	Value	No.	Value	Value	No.	Value	No.	No.	Value	No.	Value	No.	Value
Algeria and Tunisia														
Argentina	29	£9,376	20	£14,039	£66,262	702	£234,684		182	$5,287	16	$10,335	25	$375,693
Australia	451	139,531	24	22,874	167,528	7,724	918,517			731,063	1	1,244	1	3,600
Belgium	145	25,445	8	2,022	25,040	33	7,496			1,397	4	2,140		
Brazil	8	1,897	9	8,173	26,473	70	26,553			5,208	7	6,458	11	184,951
British Africa	2,213	366,683	105	47,899	174,831	521	243,020			443,119				
British India	2,101	423,421	474	412,065	200,845	264	108,868			231,264				
Canada	37	16,136	4	4,600	28,207	59	34,595				83	153,492	80	799,353
Ceylon	674	124,967	16	3,852	17,079	92	23,764			11,955				
China	132	21,368	11	5,621	9,585	35	11,356			908			24	528,741
Denmark	104	23,753	1	510	14,267	30	6,697			8,372				
Egypt	155	35,697	19	6,999	13,177	40	9,857			1,442				
France	32	10,555	9	1,626	72,420	50	56,548				2	4,560		
French Indo-China														
Germany	58	10,607	8	1,996	104,495	38	13,782			3,354			1	7,500
Irish Free State	4,687	738,106	1,087	165,044	176,452	244	72,961			7,681				
Italy	20	6,820			30,803	5	4,011			166			5	99,219
Japan	153	28,079			17,736	1	250			7,003	1	457	17	291,767
Madagascar														
Mexico					1,094					177	12	21,261	85	1,624,501
Morocco														
Netherlands	90	22,947	26	4,411	37,995	391	41,109	387	512	2,688			3	16,000
Netherland East Indies										119,493				
New Zealand	2,513	417,737	19	6,295	63,651	616	138,922			419,165			2	3,954
Norway	52	8,637	5	2,287	3,609	6	2,474			681	3	2,475	2	8,053
Portugal	99	18,781	2	784	6,538	26	5,923			17				
Russia	5	1,815	2	2,077	14,637	29	30,309		188	358	4	4,027		
Siam	33	5,712			3,895	21	3,754			49,749				
Spain	286	54,055	17	3,287	29,274	119	32,663	264	243	1,022			1	45,092
Straits	1,049	178,713	15	16,463	40,137	128	37,677			59,991				
Switzerland	25	6,747			8,006	1	522	563		1,355				
United Kingdom										73,649				
United States	35	12,094			53,428	10	6,625			104,246			3	77,080
Other Countries	1,989	353,703	328	139,048	190,349	675	204,887	3,595	2,271	59,422	37	41,119	94	1,508,976
TOTAL	17,175	£3,063,382	2,209	£871,972	£1,597,813	11,930	£2,277,824	4,809	3,396	$2,350,232	170	$247,568	354	$5,574,480

Imports of Motor Cars Into U. S.

	No.	Value
1918	105	$75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,888
1923	853	884,125
1924	604	841,524
1925	672	1,064,975
1926	813	1,352,984
1927	635	1,218,938
1928	566	1,201,323
1929	750	1,190,140

Ratio of U. S. Highways to Highways of the World

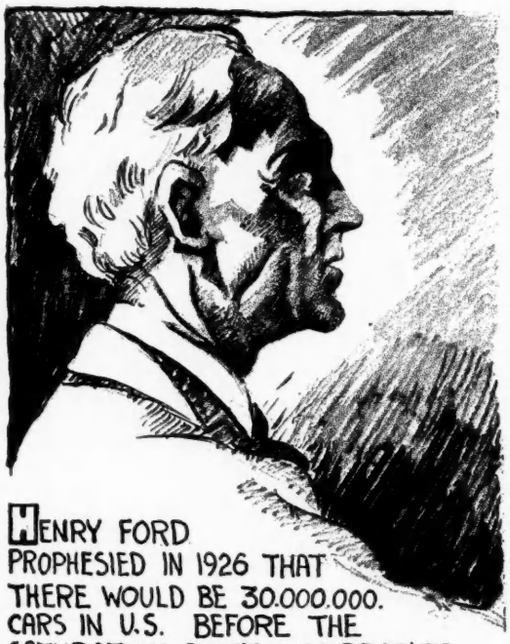
(Automotive Division, U. S. Dept. of Commerce)

The United States now has 38.7 per cent of the world's roads. This includes 60.3 per cent of the unimproved earth roads; 19.2 per cent of the improved earth, sand clay, and gravel roads; 10.5 per cent of the water-bound macadam, including surface-treated macadam; 78.4 per cent of the bituminous or penetration macadam; 39.9 per cent of the asphalt; 89.3 per cent of the asphaltic concrete; 95.7 per cent of the cement concrete; 1.2 per cent of the stone block, and 58.9 per cent of the paving brick.

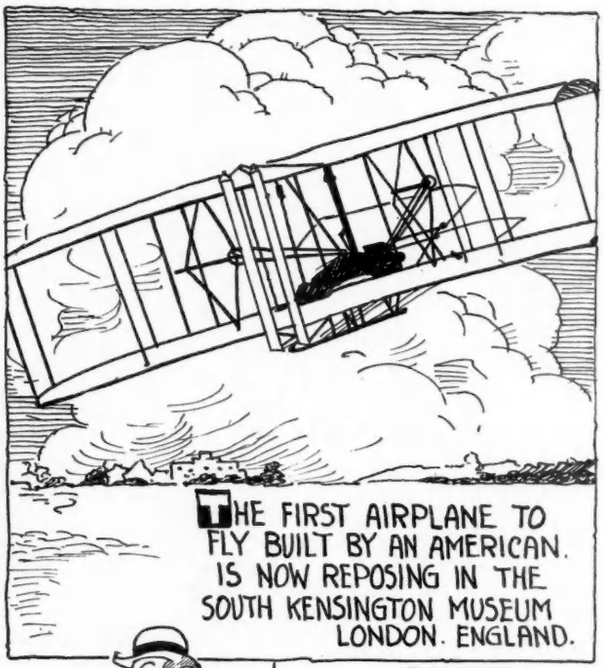
1929 Canadian Vehicle Exports

Countries	Trucks No.	Trucks Value	Passenger Cars No.	Passenger Cars Value
Aden	31	$13,365	77	$31,447
Argentina	1,093	684,275	7,461	3,905,085
Australia	6,567	2,338,587	11,297	3,593,273
Belgium	450	169,955	591	243,557
Brazil	140	82,679	535	254,410
British Africa	5,068	2,117,537	7,876	3,368,872
Britsh Guiana	47	19,990	40	21,628
British India	4,742	1,901,624	3,084	1,319,344
Britsh West Indies	18	7,655	64	27,521
Canary Islands	16	6,312	74	32,326
Ceylon	480	183,389	284	129,105
Czecho-Slovakia	.....	.....	44	20,99?
Chile	1,881	782,946	1,823	831,304
China	126	49,204	167	86,571
Colombia	236	112,060	83	39,341
Cuba	.....	.....	.....	.....
Denmark	.....	.....	20	10,476
Egypt	797	302,993	638	261,251
Finland	.....	.....	.....	.....
Germany	.....	.....	1	1,200
Haiti	83	32,241	67	29,506
Jamaica	169	65,966	404	238,073
Japan	1	396	17	8,243
Mexico	.....	.....	18	9,190
Netherlands	.....	.....	8	4,515
Neth. E. Indies	1,395	583,199	2,404	1,052,544
Neth. W. Indies	164	62,177	28	13,079
Newfoundland	56	26,212	95	46,590
New Zealand	2,389	972,550	10,775	5,622,060
Norway	.....	.....	193	103,450
Portuguese Africa	351	136,774	150	67,212
Rumania	84	29,785	881	330,732
Siam	210	95,407	75	32,287
Spain	3,626	1,418,080	1,699	868,096
Straits Settlements	380	167,288	972	420,045
Sweden	.....	.....	55	35,844
Trinidad and Tobago	225	91,247	307	148,833
United Kingdom	.....	.....	7,157	4,294,466
United States	18	5,716	283	99,774
Uruguay	26	8,467	379	173,395
Venezuela	1,088	427,379	443	188,427
Jugo-Slavia	.....	.....	9	4,216
Other Countries	4,891	1,935,551	4,305	1,856,146
Totals	36,848	$14,831,006	64,883	$29,824,433

Automotive Oddities *by Pete Keenan*

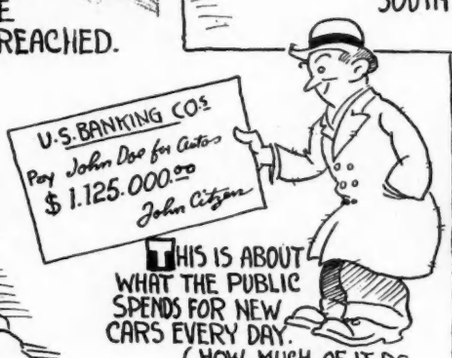


HENRY FORD PROPHESIED IN 1926 THAT THERE WOULD BE 30.000.000. CARS IN U.S. BEFORE THE SATURATION POINT WAS REACHED.

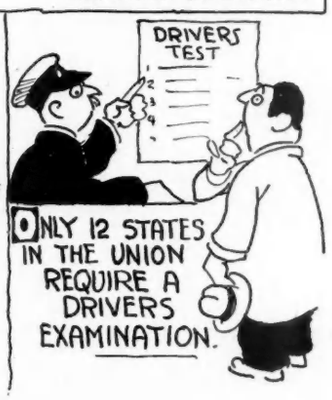


THE FIRST AIRPLANE TO FLY BUILT BY AN AMERICAN. IS NOW REPOSING IN THE SOUTH KENSINGTON MUSEUM LONDON. ENGLAND.

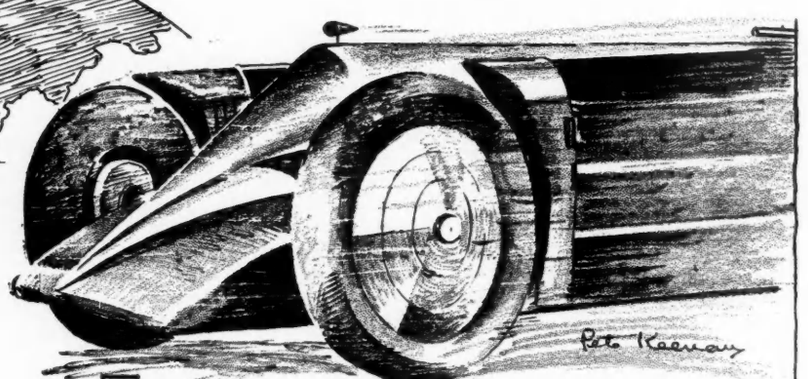
RUSSIA COVERING ONE SIXTH OF THE EARTH'S SURFACE ONLY HAS ABOUT 600 PRIVATELY OWNED AUTOMOBILES.



THIS IS ABOUT WHAT THE PUBLIC SPENDS FOR NEW CARS EVERY DAY. (HOW MUCH OF IT DO YOU GET?)



ONLY 12 STATES IN THE UNION REQUIRE A DRIVERS EXAMINATION.



THE FASTEST MILE EVER COVERED ON LAND — 15.56 SECONDS MADE BY MAJOR SEGRAVE. *Daytona Beach 1929.*

First with the News

Reliable, Accurate

News of the Industry

PAGE 347 VOLUME 62 *Philadelphia, Saturday, February 22, 1930* NUMBER 8

Wilson is New Reo General Manager

Outlines His Interest in Company for Automotive Industries in Interview

DETROIT, Feb. 19—William Robert Wilson in an interview granted *Automotive Industries* today in his office at the Reo Motor Car Co. factory, explained that his taking over the post of general manager and becoming a director of the company, as announced Monday by R. H. Scott, president, signified that he is to take an active part in the management of the company, in which he personally holds considerable capital stock, by invitation of the group of men who for many years have held controlling interest and whom he has known intimately for several years.

Mr. Wilson made this explanation upon being questioned as to whether his new post indicated a shift in the controlling interest of Reo. The greater portion of the company's stock for considerable time has been held by R. E. Olds, chairman of the board; Mr. Scott, H. T. Thomas, vice-president in charge of engineering; D. E. Bates, secretary and treasurer; H. C. Tell, factory manager, and G. E. Smith, director of purchases.

Joined by Invitation

It is with these men and by their invitation that Mr. Wilson has joined hands as another major stockholder in guiding the affairs of the old-established automobile company, it was pointed out. Mr. Wilson said that he would retain his other business affiliations, including the presidency of Allied Motor Industries, Inc. He is also chairman of the Board of Copeland Products, Inc., electrical refrigerator makers, and of the Great Lakes Aircraft Corp.

Mr. Wilson added that the A. B. Leach interests of Chicago, and Carlton Higbie, of Kean Higbie & Co., own Reo stock, and are interested through him in Reo affairs.

Asked whether he would make his permanent home in Lansing, he said that was "rather hard to say at present." The new general manager left for New York tonight to be gone probably until early next week. Before leaving he said that he anticipated no

(Turn to page 352, please)

William Robert Wilson

Whose appointment as general manager of the Reo Motor Car Co. was announced this week

Miller Stockholders Have Approved Merger

AKRON, OHIO, Feb. 17—Stockholders of the Miller Rubber Company met Monday afternoon and voted to approve the purchaser offer by the B. F. Goodrich Co. for the assets of the Miller Co. The Goodrich firm plans to assume the liabilities of Miller.

Consent of the Miller stockholders confirms action of their directors on Jan. 21 when acceptance of the Goodrich offer was made subject to approval of Miller stockholders.

William Turnbull

PEORIA, ILL., Feb. 18—Col. William Turnbull, aged 56 years, chief mechanical engineer for the Caterpillar Tractor Co., widely known as an inventor, died in his home here Feb. 10 after an illness of a week. He was the first garage and auto sales dealer in this city and with the growing prominence of the motor car applied himself to the mechanics of power machines and soon joined the Caterpillar organization.

Present Congress May Pass Bus Bill

Its Satisfactory Progress in Committee Gives Rise to This View

WASHINGTON, Feb. 20—The House Committee on Interstate and Foreign Commerce which is considering the Parker bill to regulate common carriers by motor vehicles is making good progress and on Tuesday of the present week Chairman Parker stated that it was hoped to report the measure to the House within 10 days. It is believed that the bill will be passed by the House at the present session and while there are some who think it will also be passed by the Senate the prevailing view is that it will never be able to break through the legislative jam at the present session that faces the latter body.

The House has reached Sec. 9 of the measure, relating to rates, and has made a tentative new draft of that section, but it is understood that the changes are not of a broad character. There are 17 sections in the bill.

Three Changes Included

There are three fundamental changes that have been made so far by the committee: (1) Supervision and regulation would be greater than contemplated in connection with matters arising under the administration of the act. Decision would be left to any member or examiner of the Interstate Commerce Commission, except where jurisdiction came under a joint state board. (2) Jurisdiction would rest with the Commission with respect to lines operating in more than two states and with the joint state boards when the operations are confined to two states. (3) The committee eliminated reference to factors which should be considered as to public convenience and necessity to be served and the availability of the applicant for certificates. Instead the Section involved ('a) has been broadened so that these and all other pertinent factors shall be considered. The elimination apparently was made in order not to over-emphasize this feature at the sacrifice of other sections. The report, it is understood, will make these points clear. Certificates, under the redrafted provision, to

(Turn to page 352, please)

Steel Mills Encouraged by New Gains in Demand

March Specifications Reflect Activity By Car Makers

NEW YORK, Feb. 20—March specifications being received by steel mills from automotive consumers are encouraging. Motor car manufacturers and parts makers whose releases show an increase apparently outnumber those whose steel commitments continue subnormal or stationary. Moderate improvement in demand is noted in virtually all of the descriptions of finished steels used by automotive consumers, but there is much variation in the mood of producers with reference to market prospects.

Mahoning Valley sheet rollers, anticipating a marked uplift in second quarter sheet demand, are not overanxious for second quarter business at first quarter prices. Strip-steel prices are just about holding their own, the market's undertone being relatively easy because a considerable part of capacity remains still idle. The steel bar market shows more of a tendency towards uniformity. Here and there, a buyer can still squeeze out $1 a ton concession, but the trend is decidely toward a one-price market.

The market for automotive alloy steels shows more or less routine conditions. Bolts and nuts continue to be bought largely from hand to mouth, the market being on an even keel. Rumors of a merger which, had there been any foundation for the report, would have considerably narrowed the difference between the leading interest's capacity and that of its nearest competitor, failed to arouse more than passing interest in the steel market. What integration has recently taken place in the steel industry has been along the line of territorial expansion through the acquisition of mills serving parts of the country heretofore not reached by the purchaser because of distance. Additional merger projects of this character are now being talked of.

Pig Iron—Releases against first quarter contracts from automotive foundries are on the increase. The market is steady at $19.50 @ $20, Detroit, furnace, for malleable and No. 2 foundry iron. The Valley market is at $18.50 for No. 2 foundry and $19 for malleable, furnace.

Aluminum—So far as could be learned in the New York market on Tuesday, the Senate's lowering of the rates of duty on aluminum was entirely without effect on the market. Importers refuse to "count their chickens before they are hatched." The market has been stabilized for so long a time that any change from this condition would come as a surprise.

Copper—A New York Stock Exchange firm distributed a copper forecast this week, predicting a reduction in price to 16 cents a pound or lower, on or about April 1. The reason for this date being chosen by the forecasters is that prices were revised downward on April 1, 1929. Producers' sales agents refused to comment on the forecast. World production decreased 12,000 tons last month under the influence of producers' curtailment policy. Consumers are buying strictly from hand to mouth.

Tin—Straits for nearby delivery is in good demand. Market steady.

Lead—Quiet, but producers have good backlog of orders.

Zinc—Dull.

Borg-Warner Corp. Buys Chicago Rolling Mills

CHICAGO, Feb. 17—The Borg-Warner Corp. through its subsidiary, the Galesburg Coulter Disc Company, today announced the acquisition of the assets of the Chicago Rolling Mills, Inc., West Pullman, Illinois. Preferred stock of Borg-Warner Corporation and an additional cash consideration are to be paid for the property.

The Chicago Rolling Mills property comprises 17 acres of land, a group of buildings including the Forge shops and a modern powerplant and adequate switch tracks and sidings. A million-dollar program of rehabilitation and conversion undertaken by the management will be continued under the Galesburg Coulter Disc ownership.

Ohio Employment Drops

COLUMBUS, OHIO, Feb. 17—The Bureau of Business Research of Ohio State University in a bulletin covering employment in the automobile and automotive parts industries in Ohio shows that January employment was 12 per cent greater than that of December, 1929, while it was 36 per cent less than in January, 1929. The increase in January employment over December was shared by 23 of the 45 reporting concerns, while 20 showed decreases and two showed no change. In the tire and tube industries, January employment was 2 per cent less than that of December and 16 per cent less than that of January, 1929. This decline from December was shared by 11 of the 15 reporting concerns.

Rubber Consumption Gains

NEW YORK, Feb. 14—Crude rubber consumed in the United States during January is estimated at 36,669 long tons by the Rubber Manufacturers Association. This compares with estimated consumption of 23,531 long tons in December and 43,002 long tons in January, 1929.

Reclaimed rubber consumed during the month is estimated at 16,758 long tons as compared with 13,233 in December and 19,459 in January, 1929.

Total domestic stocks of crude rubber on hand and in transit overland as of Jan. 31 is estimated at 120,649 long tons, with crude rubber afloat estimated at 61,863 long tons.

Imports during January totaled 47,642 long tons.

Auto-Lite Installing Machines

SARNIA, ONT., Feb. 18—Machinery is being installed in the new factory of Electric Auto-Lite, Limited, here and the company expects to be in production during the latter part of February, employing about 500 workers. The plant is the first of four units which are planned to handle future developments.

Eaton Group Believed to Control Goodyear

Expected to Seek Board Representation at Next Meeting

CLEVELAND, Feb. 17—It is generally understood in local financial circles that Cyrus S. Eaton, the wizard of mergers, together with Frank A. Seiberling and Edgar B. Davis, have secured control of the common stock of the Goodyear Tire and Rubber Co. and at the coming stockholders' meeting March 31, will very probably seek board representation.

The present board was elected for a period of three years with terms expiring the last of March. Persistent gossip has it that a number of new faces will be seen on the next board. Seiberling founded Goodyear and after control was wrested from him he then founded Seiberling tire.

Back of the control secured by Eaton and his associates is seen the possible merger of Goodyear, Seiberling and United States Rubber. Davis was formerly with the last named, and has been the financial backer of Seiberling since the later was ousted from Goodyear.

Davis and Seiberling Figure

AKRON, Feb. 18—The Otis-Eaton interests of Cleveland own the controlling interests in Continental Shares, Inc., which in its first report to the New York stock exchange showed ownership of 75,800 shares of Goodyear common. The same corporation owns 277 shares of the capital stock of Goodyear Shares, Inc., a Delaware corporation formed in December, 1928, as a holding company for Otis-Eaton interests in Goodyear Tire & Rubber Co. of 360,995 shares of Goodyear common Goodyear Shares, Inc., own 285,195 which gives the Otis-Eaton interests practical control of the Akron Rubber firm.

Frank A. Seiberling and Edgar B. Davis, both on Goodyear directorate and both friends of Cyrus Eaton, are said to control the balance of sway in Goodyear affairs, and it is expected that Eaton will replace Robert Christie, of the Dillon-Read Co., on the Goodyear board of directors in the near future.

Olympia to Have "Closed" Day

LONDON, Feb. 5—It has been announced that at the Olympia passenger car show in October next, a section of the enlarged building will be reserved for an exhibition of garage equipment to which only members of the industry will be admitted. The new extension of Olympia will be brought into use for the first time for the British Industries Fair this month.

Instrument Company Bought

NEW YORK, Feb. 18—North American Aviation, Inc., an aviation holding company, has purchased all the common stock of the Ford Instrument Co. in Long Island City, manufacturers of Precision tools.

Brief News Items Cover Many Factory Activities

Resume of Reports From Companies for Rapid Reading

The Globe Steel Tube Co. has announced that it will hereafter handle the sale of high-chrome and chrome-nickel tubes in the eastern section of the United States through its own Eastern sales office. R. R. Lally, manager of sales, New York, will direct sales of stainless tubing.

The American Rolling Mill Co. has announced that it has arranged with John Sommers and Sons Co., Ltd., to manage and operate as an Armco unit, the specialty sheet division of the Sommers plant at Shotton, Cheshire, England.

The Auburn Automobile Co., Auburn, Ind., has announced that 33.6 per cent of all the Auburn and Cord cars sold in January, 1930, were of the convertible type. This is an increase of 10.5 per cent in the number of convertible models sold in January last year, the percentage for that month being 33.1, according to the company. Shipment of Auburn cars to Europe in January of 1930 was 40 per cent greater than the same month last year, according to R. S. Wirey, export manager. European sales also show an increase of 46 per cent for the company in straight eights.

The Sterling Motor Truck Co., Milwaukee, has announced that sales for its trucks for the first quarter of its fiscal year beginning Nov. 1 showed an increase of 14 per cent over the corresponding period of the previous year.

The Hupp Motor Car Corp., Detroit, reports that it has added a Victoria coupe to two of its 1930 lines.

1929 Brought More Tourists in Canada

OTTAWA, ONT., Feb. 16—Foreign automobiles to the number of 4,508,£08 reported into Canada last year for touring purposes. This was an increase of 863,353 cars over 1928. Every province enjoyed a substantial growth in tourist traffic. An increase of over 150,000 in the number of cars which remained in Canada for some considerable time is a feature of the report just released. Last year 1,099,961 foreign cars entered Canada under 60-day permits, and 1,204 others came in for longer periods.

Expansion of the Industry Seems Assured for Year

Trend of Reports is Generally Optimistic

The Great Lakes Aircraft Corp., Cleveland, announced a reduction in the price of its trainer from $4.990 to $3,150 during the International Aircraft Exposition at St. Louis.

The American Forge & Machine Co., Canton, Ohio, has announced that H. L. Barnes was elected president and general manager of the company at a directors' meeting held Feb. 12. O. M. Abt was elected vice-president, and E. C. Keafer, secretary and treasurer. S. M. Schultz, A. J. Hackman, and Paul M. Abt were added to the board of directors of the company.

The Harshaw Chemical Co., Cleveland, has announced that Wm. B. Lawson was elected a director of the company at an organization meeting of the Board, held Feb. 7, and was afterward elected a vice-president. For many years Mr. Lawson had been connected with the International Nickel Co., according to the announcement.

The Fafnir Bearing Co., New Britain, Conn., announces that it has prepared for free distribution a booklet with the title "Fafnir Ball Bearings for Aircraft."

New Cars Financed During 1929 Were 3,441,629

WASHINGTON, D. C., Feb. 17—The number of automobiles financed during the year 1929, as reported to the Department of Commerce by 411 automobile financing organizations, was 3,441,629, on which $1,586,819,550 was advanced. Data are also shown for 325 identical concerns which reported both for 1928 and 1929. This summary will be subject to revision in subsequent issues as reports are received from additional concerns. Detailed statistics are given below, by months, new cars and used cars shown separately. Some of the smaller firms found it impossible to segregate their operations; their totals are shown in the unclassified group.

	Total		New Cars Financed		Used Cars Financed		Unclassified	
1929	Number of Cars	Volume in Dollars	Number of Cars	Volume in Dollars	Number of Cars	Volume in Dollars	Number of Cars	Volume in Dollars
January	150,212	73,387,382	77,436	47,967,931	67,966	23,206,727	4,810	2,212,724
February	202,051	87,024,597	103,105	61,329,982	93,798	23,322,731	5,148	2,371,884
March	298,383	139,999,567	167,425	98,350,972	122,853	38,136,378	8,105	3,512,217
April	371,610	172,268,958	205,773	121,188,286	156,407	46,923,785	9,430	4,156,887
May	390,042	179,491,501	212,710	125,118,302	168,483	50,583,377	8,849	3,789,822
June	377,440	174,873,030	204,468	122,024,850	165,354	49,534,519	7,618	3,313,661
July	377,174	174,993,004	206,925	122,935,587	161,894	48,537,082	8,355	3,520,335
August	343,348	159,249,937	185,806	109,927,773	150,350	45,679,778	7,192	3,642,386
September	290,204	134,685,440	155,303	92,446,640	128,131	39,211,363	6,770	3,027,437
October	267,512	122,822,731	128,912	78,690,756	131,874	41,369,337	6,726	2,762,638
November	204,794	91,340,402	94,941	57,267,346	104,774	31,998,443	5,079	2,074,613
December	168,859	76,683,001	72,869	45,396,614	91,911	29,631,753	4,079	1,654,634
Total (year)	3,441,629	1,586,819,550	1,815,673	1,082,645,039	1,543,795	468,135,273	82,161	36,039,238
1929			Identical Concerns					
July	348,252	160,201,574	197,103	114,703,836	147,615	43,947,116	3,534	1,550,622
August	316,326	147,006,068	174,200	103,624,185	138,347	41,709,210	3,779	1,672,673
September	271,273	125,934,552	149,618	88,251,091	118,045	36,073,207	3,610	1,610,254
October	250,856	116,038,351	123,918	75,831,444	122,766	38,558,341	4,172	1,648,566
November	192,920	86,920,933	91,675	55,344,897	97,114	29,900,752	4,131	1,675,284
December	160,742	73,471,840	71,317	44,435,531	86,467	27,809,840	2,958	1,226,469
Total (6 mos.)	1,540,369	709,573,318	807,831	482,190,984	710,354	217,998,466	22,184	9,383,868
1928								
July	227,663	109,290,887	119,594	74,557,506	92,226	27,322,659	15,843	8,110,722
August	223,809	109,183,225	120,051	75,666,190	93,113	28,186,093	10,645	5,330,942
September	191,188	94,836,032	96,568	62,696,606	80,894	25,067,986	13,726	7,071,440
October	195,216	95,012,919	96,483	61,599,935	85,434	26,499,512	13,299	6,913,472
November	159,219	75,169,821	77,553	47,746,008	69,157	21,080,218	12,509	6,343,595
December	132,784	62,865,910	57,426	36,958,093	64,581	20,486,145	10,777	5,421,672
Total (6 mos.)	1,129,879	547,058,794	567,675	359,224,338	485,405	148,642,613	76,799	39,191,843

Men of the Industry and What They Are Doing

Ireland Rejoins Company

G. Sumner Ireland, founder of Ireland Aircraft, Inc., has returned to that company as executive vice-president and will immediately make plans to create a sales organization for the flying boats and amphibians manufactured by the company, according to announcement made this week by Bertram Work, president.

After organizing Ireland Aircraft, Inc., in 1924, Mr. Ireland concluded an agreement with Curtiss Flying Service to handle the sales of Ireland boats and amphibions. In the fall of 1928, he accepted a position as vice-president in charge of sales with Curtiss but as the distribution of Ireland planes was discontinued by this organization with the formation of Curtiss-Wright in 1929, Mr. Ireland felt that his first duty was to the company which he organized. He has, therefore, resigned from Curtiss Flying Service and will affiliate himself actively with the Ireland company beginning March 1.

Visel Replaces Ireland

David Visel has been appointed general sales manager of Curtiss Wright Flying Service, according to announcement made by C. S. Jones, president. He takes the place given up by G. Sumner Ireland, formerly vice-president in charge of retail sales of planes, but his function will be expanded to include the varied sales efforts of the Flying Service, which cover not only the sale of planes but student instruction courses, charter traffic aerial photography, airport equipment and general accessories.

Barnes Elects Andrew

J. Ernest Andrew was elected president of the Wallace Barnes Co. at a recent meeting of the Board of Directors. The new president succeeds Fuller F. Barnes, who became chairman of the Board of Directors. Dwight C. Buffum, former assistant treasurer of the company, was made a vice-president. The other officers were reelected.

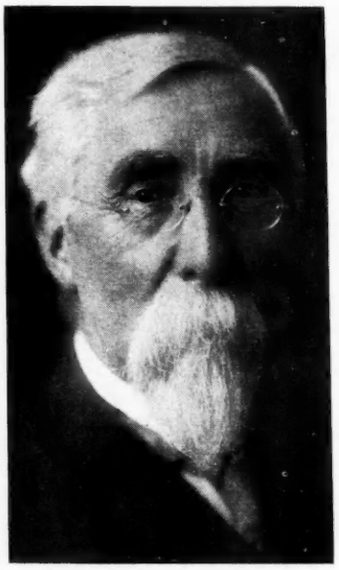
Pleiss and Muller Sail

Paul Pleiss, foreign director of the Edward G. Budd Mfg. Co., Philadelphia and Detroit, recently sailed for Europe after a month's business trip over the United States. L. Muller, managing director of the Pressed Steel Co. of Great Britain, affiliated with the Budd companies, accompanied Mr. Pleiss.

Foy Made Director

Byron Foy, vice-president of Chrysler Corp., has been elected a member of the board of directors to fill the vacancy caused by the resignation of W. F. Kenny.

Pioneer



Henry M. Leland

The congratulations of AUTOMOTIVE INDUSTRIES *are extended to Mr. Leland, who this week celebrated his 87th birthday, and who shares with Alexander Winton the honor of being one of the oldest living members of the body of men who contributed to the beginnings of the automotive industries.*

British Registrations Gain

LONDON, Feb. 5—The latest Ministry of Transport returns of new cars registered, that is, for the three months ended Nov. 30 last, indicate that in England, Wales and Scotland a total of 166,407 passenger cars were sold during the 12 months which ended on that date; this compares with 159,058 during the preceding 12 months, an increase of less than 5 per cent. Truck sales increased from 37,319 in 1928 to 52,781 in 1929 (approximately 40 per cent), and coaches, buses and taxicabs from 9861 to 10,557 (approximately 7 per cent). The number of motor vehicles of all kinds registered at Nov. 30 was 1,862,938.

A.A.A. Sanctions Speed Trial

WASHINGTON, D. C., Feb. 18—The Contest Board of the American Automobile Association has issued an official sanction for an attempt by Kaye Don, British racing driver, to shatter the existing automobile speed record of 231.447 m.p.h., established last year at Daytona Beach, Fla., by Major Sir Henry O. D. Segrave. The governing body of racing has been advised that Don plans to sail shortly for the United States, arriving at Daytona Beach about March 1.

Hotchkiss May Resign

H. Stuart Hotchkiss, vice-president of the United States Rubber Co., chairman of the board of directors of General Rubber Co., and president of the United States Rubber Plantations, Inc., has indicated his intention of relinquishing these connections at the next annual meeting, according to announcement made today by F. B. Davis, Jr., chairman of the board and president of the parent company. Mr. Hotchkiss has been associated with the United States Rubber Co. and subsidiaries for more than 29 years.

It is expected that John W. Bicknell, managing director of the United States Rubber Plantations, Inc., will be elected president of that company with headquarters in the East.

Ruark Returns to Office

B. W. Ruark, sales development manager of the Motor and Equipment Association, returned to Chicago, Feb. 13 after a western trip which included stops at Denver and Pueblo, Colo., Wichita and Hutchinson, Kansas. In each of these cities he presented an outline of the "Care Will Save Your Car" campaign which the Association is to follow through energetically this year.

Welch Joins Federal

A. M. Welch, formerly New York assistant general manager for the Reo Motor Car Co., has been named vice-president and general manager of the Federal Motor Truck Co. of New York, Inc. Mr. Welch began his connection with the automotive industry in the Pope-Hartford plant, in 1898.

Mohawk Elects Two

At the annual meeting of the Mohawk Rubber Co., Akron, Ohio, W. L. Flory and Charles Borland were elected directors of the company, succeeding R. M. Phillmore and P. J. Small, who have retired. Other directors of the company were reelected.

Craig Succeeds Storm

Lewis E. Craig has been appointed to succeed the late Fred. G. Storm as general manager of the Detroit branch of the Sterling Motor Truck Co., Milwaukee. Mr. Craig has served as assistant to Mr. Storm since the branch was established last autumn.

Kansas City Show Ends

KANSAS CITY, Feb. 16—The twenty-fourth annual Kansas City Automobile Show, staged by the Kansas City Motor Car Dealers Association, came to a close last night with one of the largest crowds ever to attend an automobile show here in attendance.

Automotive Construction Shows Increase in Value

Number of Projects Decreases But Total Cost Gains

PHILADELPHIA, Feb. 20—Although the number of new automotive projects announced this week are fewer than those of the past few weeks, the total cost of contemplated buildings and additions shows an increase. Machine tool manufacturers throughout the industry are contemplating an active month ahead, according to their announcements. Among the building projects announced this week were:

Koch & Wagner, 32 Court St., Brooklyn, N. Y., awarded general contract to William E. Anderson for $200,000 machine shop and repair garage at Maspeth, L. I.

Parkway Motors Co., White Plains, N. Y., has begun work on $100,000 service and repair garage.

Horace Ginsberg, New York, architect, filed plans for automobile service, repair and garage to cost $150,000 with equipment.

SKF Industries, Inc., Hartford, Conn. (ball and roller bearings), awarded contract to Chicago Industrial Construction Co., Chicago, for factory branch plant at Chicago, to cost about $40,000 with equipment.

Plantsville Foundry Co., Plantsville, Conn., recently organized, has taken over plant formerly occupied by Walker-Stewart Foundry Corp. and will produce gray iron castings.

Firestone Tire & Rubber Co., Akron, Ohio, will take bids at once for factory branch and distributing plant at Kansas City, Mo., to cost $100,000 with equipment. C. A. Smith, Finance Building, Kansas City, architect.

India Tire & Rubber Co., Akron, is arranging for $1,300,000 increase in capital stock, part of proceeds to be used for expansion and improvements.

Board of County Commissioners, Cleveland, considering automobile service, repair and garage buildings for county cars, to cost $100,000 with equipment. F. R. Williams, county engineer in charge.

Packard, Inc., Philadelphia, plans three-story service, repair and sales building, to cost $275,000 with equipment. Phillip S. Tyre, architect.

International Harvester Co., Chicago, plans factory branch and distributing plant at Scranton, Pa., to cost $50,000 with equipment. W. M. Whitney, Scranton, architect.

Yale & Towne Mfg. Co., Stamford, Conn., has completed a building at Philadelphia, which will house manufacturing units of its Stuebing hand-lift truck division. Sales and service of the Stuebing truck and Yale electric industrial trucks for eastern Pennsylvania, southern New Jersey, Delaware and Maryland will be handled from Philadelphia.

Joseph Woodwell Co., Pittsburgh, wheel and rim, and automobile accessory plant, has leased property on Liberty Ave., and will remodel for new plant.

W. F. Stewart Co., Flint, is planning to rebuild three-story automobile body manufacturing plant recently destroyed by fire.

Northern Aircraft Co., Lansing, recently organized by Fred A. Lankton and associates planning early operation of local plant to build light type commercial airplanes, including parts and assembling departments. Mr. Lankton will be president and general manager.

Rustless Iron Corp. of America, Inc., has taken options on 500 acres at Huron, Ohio, and is considering new plant to cost $400,000 with equipment.

Siemens & Halske A. G., Berlin, Germany, is disposing of a bond issue to total $32,500,000, considerable part of proceeds to be used for expansion.

Financial Notes

American Chain Co. and subsidiaries report net earnings for 1929, after all charges, of $3,279,341. This is equivalent, after preferred dividends, to $10.12 a share on outstanding common stock. Excluding $274,766 extraordinary non-recurring income, the 1929 income is equivalent to $9.02 a share on common stock. This compares with net income of $410,842, or $3.80 a share, for the previous year. The company has bought the assets of the Hazard Wire Rope Co., Wilkes-Barre, Pa.

Thompson Products, Inc., reports net profit for 1929 of $1,231,235 after all charges. This is equivalent, after preferred dividends, to $4.85 a share on common stock to be issued on exchange of certificates for the Class A and Class B stock now outstanding. This compares with income of $1,073,513 for the previous year, or $3.98 a share, on an equivalent basis.

Veeder-Root, Inc., shows earnings for its first full fiscal year of its existence of $5.01 a share on outstanding stock, comparing with $2.60 a share in the eight months of 1928. Net profit from operations in 1929 was $394,556 as compared with $210,018 in the eight months of 1928.

Briggs & Stratton report net profits for the year 1929, after all charges, of $1,499,018. This is equivalent to $4.09 a share on no par stock and compares with earnings of $1,007,441, or $3.35 a share, for the previous year.

Johns-Manville Corp. has declared regular quarterly dividend of 75 cents on common, payable April 15 to stockholders of record March 25, and $1.75 on preferred, payable April 1 to stockholders of record March 11.

Moon Motor Car Co. reports net loss for the year 1929, after all charges, of $296,093. This compares with loss for the previous year of $362,312.

Union Carbide & Carbon Co. has declared regular quarterly dividend of 65 cents, payable April 1 to stockholders of record Feb. 28.

Bendix Aviation Corp. has declared regular quarterly dividend of 50 cents payable April 1 to stockholders of record March 10.

Autocar Co. has declared regular quarterly dividend of $2 on preferred, payable March 15 to stockholders of record March 5.

White Motor Co. declared a dividend of 50 cents per share, payable March 31 to stockholders of record March 12.

Courier Monoplane Co., Long Beach, Cal., considering new one-story plant at Pomona, Cal., including parts and assembling departments, to cost over $50,000 with equipment.

Ray L. Barton, president Barton Auto Co., Spokane, Wash., is planning erection of $25,000 building, 50 ft. by 142 ft., one story, of brick and concrete, for the Bearing & Rim Supply Co.

City of Spokane, Wash., will erect hangar on municipal airport this spring, to cost $60,000. Hangar will have end entrances, according to tentative plans, but type of construction has not been determined.

Business in Brief

Written by the Guaranty Trust Co., New York, exclusively for AUTOMOTIVE INDUSTRIES.

NEW YORK, Feb. 19—With milder weather, there was some improvement in both retail and wholesale trade last week. The improvement in retail trade was more notable in the South, Southwest, and some parts of the North. Fair progress has been made in the effort to increase the trade in spring goods. Some industries showed improvement, the most outstanding of which was steel.

DEPARTMENT STORE SALES

Department store sales during January, according to a preliminary report of the Federal Reserve Board, were 2 per cent below those in the corresponding month last year.

CONSTRUCTION CONTRACTS

Construction contracts awarded last month in 37 Eastern States, according to F. W. Dodge Corp., totaled $323,975,200, which marks an increase of 2 per cent above those in December, but a decrease of 21 per cent below those a year ago.

MERCHANDISE EXPORTS

Merchandise exports during January were valued at $417,000,000, as against $488,023,000 a year ago, while imports amounted to $312,000,000, as against $368,897,000.

COTTON CLOTH OUTPUT

Production of standard cotton cloth during January, according to the Association of Cotton Textile Merchants of New York, amounted to 323,287,000 yds. Shipments were equivalent to 102.5 per cent and sales to 90.3 per cent of production.

FREIGHT CAR LOADINGS

Railway freight loadings for the week ended Feb. 1 totaled 898,894 cars, which marks a decrease of 48,260 cars below those a year ago and a decrease of 27,368 cars below those two years ago.

FISHER'S INDEX

Professor Fisher's index of wholesale commodity prices for the week ended Feb. 15 stood at 93.1, as against 93.4 the week before and 93.3 two weeks before.

BROKERS' LOANS

Brokers' loans in New York City for the week ended Feb. 12 increased $48,000,000, bringing the total up to $3,450,000,000, as against $5,568,000,000 a year earlier.

FEDERAL RESERVE STATEMENT

The consolidated statement of the Federal Reserve banks for the week ended Feb. 12 showed little change either in holdings of discounted bills or in holdings of bills bought in the open market. Holdings of Government securities decreased $20,000,000. The reserve ratio on Feb. 12 was 77.9 per cent, as against 78.0 per cent a week earlier and 78.3 per cent two weeks earlier.

Parker Bus Bill May Pass Present Congress

(Continued from page 347)

be issued only if it appears public convenience and necessity will be served, would be based on applications in writing, sworn to, and containing required information. If the applicant or its predecessor was operating on Jan. 1, the Commission would serve it with a questionnaire to be answered within 45 days.

Lines in operation when the law becomes effective could operate for 90 days thereafter without certificate with further continuance upon application for a certificate. The certificates would specify routes and fixed termini, but departures from routes would be permitted occasionally under rules prescribed by the Commission.

Sec. 8 was redrafted so that it now appears to be somewhat more rigid as to financial responsibility of the lines. As drawn now the section requires insurance or security to recover any final judgment rendered against the carrier for injury to or death of a person or damage to property. The new section omits self-insurance which formerly would have been permitted through the commission. The view is taken that the revised section will call for more exacting insurance and greater financial obligation in case of accidents, deaths or damage to property.

Sec. 7 also was changed so that no certificate or permit may be transferable by sale or exchange except pursuant to court order or by operation of law. Previously the transfer was restricted to court order.

Crude Rubber Quiet

NEW YORK, Feb. 17—Rubber manufacturers showed less interest in the crude rubber market last week, although tire manufacturers are said to be increasing their daily tickets gradually, according to F. R. Henderson Corp. In spite of this fact and the fact that stocks both here and in Europe have increased markedly, prices showed practically no change last week and trading continued more or less normal. The belief persists in many quarters that some Anglo-Dutch plan may be evolved which will benefit the rubber-growing industry.

Stocks in London have increased to 61,482 tons with Liverpool stocks up to 19,761 tons.

Arrivals at all ports of the United States during the first two weeks of February are estimated at 15,575 tons, with probable arrivals for the month placed at 38,500 tons.

Harry S. Graves

DETROIT, Feb. 18—Harry S. Graves, 46 years, formerly a chief engineer of the Oakland Motor Car Co., died of a heart attack at his home here on Feb. 14. For the last seven years Mr. Graves had been engaged in research work on piston rings and had formed his own company.

Massachusetts Bill Would Control Liens

SPRINGFIELD, MASS., Feb. 19—Strong opposition is expressed by automobile dealers to a bill in the Legislature which aims to apply a provision requiring 30 days' notice for the repossession of cars acquired by lease, where the lessee is in default, and also would require the repossessor to hold the property for 15 days before selling it. This would impose the same limitations as are already in force in respect to furniture leases.

News in Brief

The Boeing Airplane Co., Seattle, has developed a special jack incorporated in each inside Oleo leg of the Boeing tri-motor transport to facilitate removing the tire. The company is also developing a series of tail wheels to cover all necessary sizes. As an extensive user of electric arc welding in steel structural assembly work, the company has developed a low voltage, low amperage, AC arc welder, which permits the welding of tubing and sheet stock ranging from .035 to .375 in. in thickness.

The Budd Wheel Co., Philadelphia and Detroit, is providing its salesmen with pocket-size accessory productions of its new type dual-wheels in order to enable the salesmen to show customers more clearly how the product operates. These miniatures are exact to the smallest detail and are 4 in. in diameter.

Thompson Products, Inc., Cleveland, has announced that its common stock will be available for trading on the New York Stock Exchange as of Feb. 14. Shares listed number 263,160 no par common, which supplants the Class A and Class B previously outstanding.

A new type of training and sport plane to be known as "Ace of Clubs" is being manufactured by an aircraft company of Berlin and Warnemuenbe, according to a report received in the Department of Commerce from Assistant Trade Commissioner, A. Duglas Crooks, Berlin.

The Retail Delivery Association of the National Retail Dry Goods Assn. will hold its 14th annual convention in the Cleveland Public Auditorium, March 18, 19, 20 and 21. Several manufacturers of trucks and commercial vehicles will exhibit at the convention, which should interest delivery, garage and maintenance executives of all businesses, especially those of department stores.

W. R. Wilson Becomes Reo General Manager

(Continued from page 347)

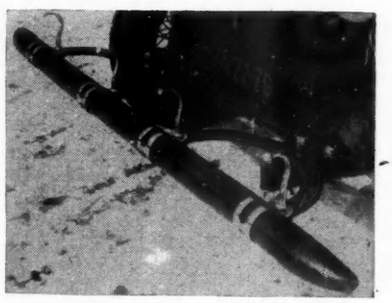
immediate further additions to the executive personnel.

Mr. Wilson was graduated from the Engineering School of Armour Institute in Chicago in 1906 and in 1911 became assistant to the manufacturing manager of the Studebaker Corporation in Detroit. Later he was chosen by John and Horace Dodge as their personal aide in bringing together the original Dodge Brothers automobile organization in 1914. In 1919 Mr. Wilson became vice-president of the Irving National Bank in New York.

Later he became president of the Maxwell Motor Corp. and became associated with Walter P. Chrysler in the reorganization out of which grew the Chrysler Corp. In 1925 he returned to the banking field. Together with Edsel Ford, Roy Chapin, Carlton Higbie, Fred Fisher, Howard Coffin and others he helped organize what is now known as the Guardian Group. He was the first president of the Guardian Trust Co. of Detroit. After serving as receiver's executive for the Murray Body Corp. in 1927 he guided the reorganization resulting in the present Murray Corp. of America. Mr. Wilson denied published rumors that the Reo Motor Car Co. will produce an eight-cylinder car.

Test "Crash Absorber"

NEW YORK, Feb. 13—A standard stock car, equipped with a new type of rubber bumper, was driven against a concrete and steel elevated railway pillar today at 21.77 m.p.h. without damage to Captain Franzcarl Schleiff, inventor, who drove the car. Due to the steering wheel breaking, Captain Schleiff was thrown from his seat by the impact.



Schleiff "crash absorber" mounted

Damage to the car was confined for the most part to the front end of the frame, but one headlamp lens was broken and the instrument panel was torn loose from the instrument board. No apparent injury was done to the bumper.

The test was made with a Model 1924 Oakland, and a G.E. timing device was used, by means of which the average speed for the last 15 ft. previous to hitting the obstruction was measured. The tests were made under A.A.A. sanction.

Aircraft Show Reveals Price Reduction Trend

Two Large Producers Have Cheaper Models at St. Louis

ST. LOUIS, Feb. 17—With 87 planes and practically every engine of commercial importance, in addition to numerous equipment accessories and tools and parts on exhibit at the Arena and adjacent buildings here, the 1930 aircraft season officially got under way with the opening of the International Aircraft Exposition. Outstanding of the announcements made during the past week was that by E. L. Cord, through Edward A. Stinson, regarding his Stinson Junior four-passenger cabin model, which, equipped with a Lycoming 210 hp. motor now lists at $5,775, a price never before approached by a ship of this general type.

Other price reductions were also announced, not only on complete planes but also on engines and similar equipment. Lower-priced new models were announced by such large producers as Waco and American Eagle. Most of the larger producers, however, seem disinclined to reduce current prices until justified by increased general airplane sales. Few executives can be found who are willing to predict anything regarding production during the coming season, although the extreme pessimism prevalent in the industry recently seems to have lightened somewhat. Dealer discounts in some cases have been reduced to as low as 16 per cent, although the more general rule is 20 to 25 per cent. Automobile dealers as a logical outlet for airplanes received earnest discussion at a meeting of the Aeronautical Chamber of Commerce.

Of the airplane's details, the outstanding developments are the increased use of brake, starters, and hydraulic or air-type shock absorbers. Exhaust collectors are widely used on radial engines but not a single plane at the show is equipped as yet with a muffler. Tail skids seem to be giving way to tail wheels of the pneumatic tire type. The NACA cowling which as late as last summer was heralded as a tremendous advance in radial engine installations seems to have failed to live up to expectations. Only three ships equipped with this cowling are found at the show, two by the same manufacturer.

Wilkening Co. Plant in Canada

TORONTO, ONT., Feb. 17—The Toronto Industrial Commission has announced that the Wilkening Mfg. Co., Philadelphia, manufacturers of piston rings, is establishing a plant in Toronto to make their product for Canadian and export trade. Some time ago they formed the Wilkening Manufacturing Co. of Canada, Limited, with offices in Toronto, to act as a sales agency and test the Canadian market. Their sales have reached such a volume that they have decided to manufacture in Canada.

Australians Have 422 Pilot Licenses

WASHINGTON, Feb. 17—In Australia there are in force 422 pilot's licenses, 266 of these private and 156 commercial licenses, according to a report received in the Department of Commerce from Trade Commissioner Chas. F. Baldwin, Sydney. A total of 591 pilot's licenses have been issued since March 28, 1921. Of this number, 169 have lapsed, been cancelled or suspended. During the month of November, 1929, 12 private and 4 commercial pilot's licenses were issued, while one name was taken from the register. Ground engineer's licenses number 213.

Automotive Men Attend Conference on Taxation

WASHINGTON, Feb. 20—Because of their heavy investments abroad automotive manufacturers attended the meeting here last week of government officials, industrial interests and tax experts of the country which was called by Secretary of the Treasury Mellon to consider the question of international double taxation. The conference voted to have the Treasury Department recommend legislation looking to a solution of the problem which is recognized as being highly important in view of the enormous investments of American capital in foreign countries, a fact which was emphasized by Secretary Mellon.

The proposed legislation will take the form of granting to foreign capital exemption from taxation on investments in the United States in turn for like privilege to American investments abroad. The position of the Treasury Department was made clear by Undersecretary Ogden Mills, who informed the conference that the department favored the principle of "exempting the yield on investment capital from taxation in the country of investment and taxing it only in the country of residence of the investor." It was the opinion of the conference that foreign governments would cooperate in developing reciprocal exemption.

A Correction

World registration figures, given in tabular form by continents, appear in corrected-to-date form on page 275 of this issue. This table appeared under "Exports by Continents" in last week's issue, in an article by George E. Quisenberry. This *Automotive Industries* corrects herewith.

Frank G. Hoffman

ROCKFORD, ILL., Feb. 17—Frank G. Hoffman, sales manager of the Barber, Colman Co. of Rockford, died here at the beginning of last week, according to an announcement made here today. Mr. Hoffman had been with the Barber-Colman Co. since 1912.

Aeronautic Exports Rose Sharply During 1929

Increase Nearly Threefold Over 1928, Making New Record

WASHINGTON, Feb. 17—Exports of American aeronautic equipment increased almost threefold in 1929 over the preceding year, making last year the peak one of all time in aeronautic shipments overseas, according to Leighton W. Rogers, chief of the Commerce Department's Aeronautics Trade Division.

Twenty-five countries purchased American aircraft during 1929, consisting of 354 airplanes, seaplanes and amphibions valued at $5,574,480, as compared with 162 valued at $1,759,653 during 1928. Of the total aircraft exports 56 per cent went to Latin America and the West Indies, between three and four per cent to Europe and 18 per cent to the Far East and the Antipodes. Aircraft engine shipments increased during 1929 from 179 valued at $664,826 in the preceding year to 321 valued at $1,375,697.

Engines went to four more countries than complete aircraft, and Germany, with purchases of 49 valued at $321,-471, was the leading market, indicating that foreign airplane manufacturers are using American engines in their production, an appreciable share of which is exported to other countries. Of the total engine exports, 37 per cent went to Europe, 35 per cent to the Latin Americas and the West Indies, 13 per cent to Asia and Oceania.

Moon Conveys New Stock

NEW YORK, Feb. 17—Of the additional stock which is now outstanding, after the Moon Motor Car Co. increased its capital stock from 100,000 shares no par value to 350,000 shares of no par value, as announced last week in *Automotive Industries*, 50,000 shares have been turned over to New Era Motors, Inc., to purchase the Ruxton front-wheel-drive car from that company. The additional 100,000 shares, which have been underwritten at $5 a share, will be utilized to increase the security of the company's financial position and to finance the necessary operations for the taking over of the production of the Ruxton. Ruxton parts and such material as had been manufactured is now being transferred to the Moon plant, and that plant is beginning operations for the manufacture of the Ruxton car.

Galesburg Production Gains

CHICAGO, Feb. 18—The Galesburg-Coulter-Disc Co., subsidiary of the Borg-Warner Corp., has increased its production 20 per cent since the middle of January to take care of increasing export and domestic orders, C. S. Davis, president of Borg-Warner, said today. Receipt of a large order for tractor and farm implement parts for shipment to Russia has increased the export total sharply. Domestic orders for both automobile and agricultural implement parts have increased.

Car Makers Will Spend Huge Sum on Junking

Individual Operations Planned With N.A.C.C. Endorsement

NEW YORK, Feb. 17—Automobile manufacturers will spend individually approximately $15,000,000 during 1930 to scrap old and unsafe automobiles, according to the details of a program endorsed by the directors of the National Automobile Chamber of Commerce and announced at the offices of that body today. A majority of the manufacturers have subscribed to this plan, each company to work out the details of its operation in line with its general sales policy and the volume of its production.

It is expected that about 400,000 old automobiles will be scrapped this year under this plan, in addition to the normal scrapping which is constantly going on. It is hoped by this means that the manufacturers will remove permanently those cars that are a menace to the safety of highway users, and that this plan will also alleviate the dealers' condition by the permanent removal of the chronic trade-in.

"This widespread experiment will strike right at the heart of the unsafe vehicle problem by eliminating a huge block of those cars which are in the poorest condition," said Alvan Macauley, president of the Automobile Chamber and former chairman of its Street Traffic Committee, in commenting on the program.

The Exact Weight Scale Co., Columbus, Ohio, announces that it has recently moved into its new office and factory at 944-52 West Fifth Ave., Columbus. The company, founded in 1916, was formerly known as the Smith Scale Co. Since its foundation it has gone through several stages of steady expansion.

The De Soto Motor Corp. has announced that the Hills Cab Co., Columbus, Ohio, has placed an initial order for 50 De Soto Six sedans on a transaction that will eventually include 200 cars for taxicab service. Delivery of the 200 cars will constitute one of the biggest "over the counter" transactions ever made by De Soto.

Raised Speed Limit Safely in Penna.

HARRISBURG, Feb. 18—Increasing the automobile speed limit in Pennsylvania from 35 to 40 m.p.h. had no effect on the total of deaths and injuries in automobile accidents in Pennsylvania last year, according to Benjamin G. Eynon, Motor Vehicle Commissioner.

News in Brief

The Western Felt Works, Chicago, has announced that its Detroit clientele is now being taken care of by V. M. Nixon, 916 Fisher Bldg., Detroit.

The Olds Motor Works have announced that nearly 900 employees of the Oldsmobile Six and Viking Eight chassis are purchasing homes through the General Motors housing plan.

The Pierce-Arrow Motor Car Co., Buffalo, N. Y., has announced that January shipments from the factory were nearly three times greater than any former January in the company's history.

The Austin Co., Cleveland, builder, has announced that C. W. Wolfe, assistant vice-president in charge of operation, and F. A. Coleman, foundry expert, of the Austin Co., sailed Feb. 15, from New York, to supervise preliminary work on the $40,000,000 automobile plant and industrial city the company is designing for the Soviet Government at Nizhni, Novgorod. It is expected that these executives will remain in Russia for two years. More than 20 Austin executives and engineers will be engaged on the project during that period.

The Houdaille-Hershey Corp., Chicago, in an announcement said: "Window wings for closed cars are rapidly gaining nation-wide popularity." Nearly a quarter-million pairs of window wings were sold west of the Rocky Mountains last year. They are coming more and more on all makes of cars.

Courts May Review Tax on Motor Accessories

Claims Bench Permits Appeal in Deferred Cases

WASHINGTON, Feb. 20 — Courts may still review under definite circumstances whether certain articles were subject to the automobile accessories tax under the revenue acts of 1921 and 1924, it was held last week by the Court of Claims of the United States in passing upon the case of Boyle Valve Co. vs. United States.

Under the 1928 act limitations are placed on the refund of such taxes, but when they were passed on by the manufacturer to the purchaser, the court held, the decision of the Commissioner of Internal Revenue as to whether a refund should be made is not final, despite the fact that the suit was begun after April 30, 1928, when the limiting provision became a law.

The Court of Claims said that the provision in the law that no refund shall be made unless it is established to the satisfaction of the commissioner that such amount was in excess of the amount properly payable upon the sale of an article subject to tax does not prevent the courts from reviewing the commissioner's decision, at least under the circumstances in the case.

Cutler-Hammer, Inc., has announced that as of Feb. 10 the Detroit district sales office of the company will be located at 2755 E. Grand Blvd., Detroit. The new location includes warehouse facilities.

The Ford Motor Co. has called attention to the fact that when it decided upon the use of rustless steel there was no one manufacturer equipped to produce enough of it to meet the Ford requirements. Therefore, to insure a constant and adequate supply arrangements were made with several concerns to manufacture the metal according to the standards prescribed in Ford specifications.

The Edward G. Budd Mfg. Co., Philadelphia and Detroit, has just published a 16-page booklet, "The Story of the All-Steel Body," written by Rex Beach, well-known American author.

Calendar of Coming Events

SHOWS

Providence, Automobile .....Feb. 14-22
Canton, Automobile .....Feb. 15-22
Indianapolis, Automobile .....Feb. 15-22
St. Louis, International Aircraft..Feb. 15-23
Omaha, Automobile .....Feb. 17-22
Helena, Mont., Automobile .....Feb. 20-22
Los Angeles, Automobile..Feb. 22-March 2
Camden, N. J., Automobile..Feb. 24-Mar. 1
Des Moines, Automobile ....Feb. 24-Mar. 1
Seattle, Wash., Automobile..Feb. 25-Mar. 2
Detroit (All-American Aircraft)..April 5-13
Asbury Park, N. J., Automobile..April 7-12

CONVENTIONS

Southern Automotive Jobbers Convention, Atlanta .....Feb. 20-22
Southwest Road Show and School, Wichita .....Feb. 25-28
National Management Congress, Chicago .....Mar. 3
A.S.M.E. Convention, Chicago .....Mar. 3-7
American Society for Testing Materials, Regional Meeting, Detroit .....Mar. 19
American Society Mechanical Engineers, Fiftieth Anniversary Celebration:
New York .....April 5
Hoboken, N. J. .....April 7
Washington, D. C. .....April 8-9
National Council Meeting of the U. S. Chamber of Commerce, Washington .....April 28
U. S. Chamber of Commerce Annual Meeting, Washington...April 28-Mar. 1
National Foreign Trade Conference, Los Angeles, ...May 21-23
World Power Conference, Berlin..June 16-25
Railway Supply Mfrs. Assn., Meeting and Exhibit, Atlantic City...June 18-25
American Railway Association, San Francisco .....June 23-26
American Society for Testing Materials, Annual Meeting, Atlantic City .....June 23-27

SALONS

Palace Hotel, San Francisco, Feb. 22-Mar. 1

RACES

Indianapolis .....May 30
Belgium .....July 5-6
Germany (Grand Prix).....July 13
Belgium (European Grand Prix)....July 20
Spain .....July 27
Italy (Grand Prix).....Sept. 7
France (Grand Prix).....Sept. 21